FEBRUARY 9, 1946 Founded in 1856

FEB 1 4 1946

WHEEL

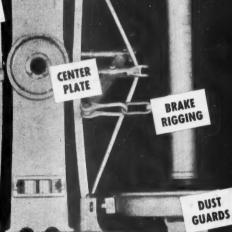
## IE truck

JOURNALS

REDUCE WEAR AT ALL FRICTION POINTS

MILITA MANAGES

BRAKE WINE BRAKE BALANCER REPLACES DEAD LEVER CONNECTOR

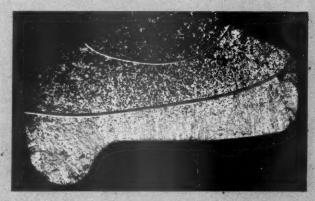


WHEEL

THE WINE RAILWAY APPLIANCE CO., TOLEDO 9. OHIO

## AN IMPROVEMENT in mottle zone control of chilled car wheels

has been effected and is now part of the procedure of AMCCW members. It results from present-day methods of manufacture which now permit more gray iron to be present at areas where resistance to shock and impact is demanded. The depth of chill remains the same, but the demarcation between chill and gray iron is sharper, with a narrowing of the mottled area.



PREVIOUS NORMAL CHILL with dispersed mottle and chill distribution



PRESENT NORMAL CHILL with improved demarcation between chill and gray iron

## THE PROOF OF IT is in new Brinell Tests

6/16" below the tread, Brinell hardness cannot be less than 352. 2" below tread at rim, Brinell hardness cannot be greater than 1½" below the tread, Brinell hardness in the throat cannot be greater than 225.

#### now standard for wheels made by AMCCW members.

Two new changes demonstrate more thoroughly the present-day complete protection of the wheel's critical area.

These are (1) a Rim hardness test at the rim 2" below the tread, and (2) a reduction in acceptable maximum flange hardness from 250 to 225 in the Brinell test made 11/2" below the tread. The limitation on maximum hardness of material backing flange rim and tread assure impact strength, and resistance to the development of seams.

Maintaining the former limitation of minimum hardness of 352 at the tread surface continues to guarantee long uniform wear and maintenance of rotundity throughout the life of the wheels.

RAILWAY AGE



ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

NEW YORK 17, N. V. . 445 NORTH SACRAMENTO BOULEVARD, CHICAGO 12, ILL. nized to Achieve: Uniform Specifications — Uniform Inspection — Unifor

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price \$6.00 for one year U. S. and Canada. Single copies, 25 cents each.

## Railway Age

With which are incorporated the Railway Review, the Railroad Gazette, and the Railway Age-Gazette. Name registered in U. S. Patent Office.

Vol. 120

February 9, 1946

No. 6

## PUBLISHED 'EACH SATURDAY BY THE SIMMONS-BOARDMAN PUBLISHING CORPORATION, 1309 NOBLE STREET, PHILADELPHIA 23, PA., WITH EDITORIAL AND EXECUTIVE OF FICES AT 30 CHURCH STREET, NEW YORK 7, N. Y. AND 106 W. ADAMS STREET, CHICAGO 3, ILL.

WASHINGTON 4, D. C.: 1081 NA-TIONAL PRESS BUILDING— CLEVELAND 13: TERMINAL TOWER-SEATTLE 1: 1033 HENRY BUILDING—SAN FRANCISCO 4: 300 MONTGOMERY STREET, ROOMS 805-806—LOS ANGELES 14: 530 WEST 6th STREET—DALLAS 4: 4518 ROLAND AVENUE.

SAMUEL O. DUNN, CHAIRMAN. HENRY LEE, PRESIDENT. ROY V. WRIGHT, VICE-PRESIDENT AND SECRETARY. F. H. THOMPSON, F. C. KOCH, R. E. THAYER, H. A. MORRISON, J. G. LYNE, H. E. McCANDLESS, VICE-PRESIDENTS. J. T. DeMOTT, TREASURER.

SAMUEL O. DUNN, EDITOR. ROY
V. WRIGHT, MANAGING EDITOR.
JAMES G. LYNE, ASS'T TO EDITOR. CHARLES LAYNG, WESTERN
EDITOR. C. B. PECK. ALFRED G.
OEHLER. E. L. WOODWARD. J. H.
DUNN. H. C. WILCOX. NEAL
D. HOWARD. GEORGE E. BOYD.
WALTER J. TAFT. M. H. DICK.
JOHN S. VREELAND. C. L.
COMBES. C. MILES BURPEE.
ARTHUR J. MCGINNIS. C. B. TAVENNER. H. E. MEASON. CHARLES
ROBINSON. MAURICE PEACOCK.
FRED W. SMITH. LIBRARIAN:
EDITH C. STONE. EDITORIAL ASSISTANT: ELAINE C. FARRAR.

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PAPERS (A. B. P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.).

SUBSCRIPTIONS, INCLUDING 52
REGULAR WEEKLY ISSUES, AND
SPECIAL DAILY EDITIONS PUBLISHED FROM TIME TO TIME IN
NEW YORK OR IN PLACES OTHER
THAN NEW YORK, PAYABLE IN
ADVANCE AND POSTAGE FREE.
UNITED STATES, U. S. POSSESSIONS AND CANADA: 1 YEAR,
\$6.00; 2 YEARS, \$10.00; FOREIGN
COUNTRIES, NOT INCLUDING
DAILY EDITIONS: 1 YEAR, \$8.00;
2 YEARS, \$14.00. SINGLE COPIES,
25 CENTS EACH. H. E. McCANDLESS, CIRCULATION MANAGER, 30
CHURCH STREET, NEW YORK 7.

## In This Issue

	PAGE
Comparable Locomotive Ratings	316
with corresponding tractive force at 70 per cent of maximum operating speed.	
Railroad Fires and How to Prevent Them	319
A discussion of the hazards involved in different classes of property, including rolling stock, and of the measures that should be taken to minimize them.	
Supervisor's Role in Good Railroading	322
Being "the company" to employees, the supervisor's ability to in- terpret management to his subordinates can largely determine the degree of success or failure of a railroad.	
EDITORIALS	
Census of Intercity Transportation Needed	313
Engineers' Lament	314 314
Crown-Sheet Failures Troubled Waters	315 315
GENERAL ARTICLES	
Comparable Locomotive Ratings, by F. E. Wynne Railroad Fires and How to Prevent Them, by H. I. Benjamin	316 319
The Supervisor's Role in Good Railroading, by L. W. Horning Bureau Reports Fewer Casualties from Locomotive Accidents	322
During 1945 Radio Warning Signal	325 327
Audio Walling Organi	02.
GENERAL NEWS	328
WITH THE GOVERNMENT AGENCIES	333
OPERATING REVENUES AND EXPENSES	348

The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service.

FREIGHT OPERATING STATISTICS .....



PRINTED IN U.S. A.

## PROTECT CAR AND LADING

WITH

## IMPROVED DREADNAUGHT ENDS



THIS NEW DESIGN OF STEEL END WITH DEEPER CORRUGATIONS IN COMBINATION
WITH ROUND CORNERS AND W-SECTION CORNER POSTS HAS BEEN DEVELOPED TO
PROVIDE STRENGTH AND RESILIENCE REQUIRED TO PROTECT CAR AND LADING
IN HIGH SPEED SCHEDULES

### STANDARD RAILWAY EQUIPMENT MFG. COMPANY

HAMMOND, INDIANA

**WORKS: HAMMOND, INDIANA** 

NEW KENSINGTON, PA.

CHICAGO OFFICE - 310 S. MICHIGAN AVE.

#### RAILWAY AGE

## Census of all Intercity Transportation Needed

More comprehensive, more scientific, and more reliable statistical information on transportation than that now available—especially on highway and water transportation—is needed for guidance in formulating rational transportation policies, alike by government, by business, and by transportation agencies themselves. As has been noted in our news columns recently, Senator Pat McCarran is sponsoring a bill in the Senate, S. 1705, which has as its purpose the meeting of the need for a complete statistical picture of transportation—excluding for a quinquennial census of transportation—excluding the railroads, since I. C. C. figures on their operations are correctly assumed to be entirely adequate.

The McCarran measure calls for figures on "the commercial transportation industries" (railroads excepted), "including both common and contract carriers of persons or goods by highway, by waterway, and by air." In addition, it provides that the quinquennial census of other industries include inquiry "as to the extent to which each establishment . . . makes use . . . of each of the principal means of transportation . . . and the extent to which each such establishment furnishes its own transportation facilities." The legislative committee of the Interstate Commerce Commission, in a letter to Chairman Josiah Bailey of the Senate Commerce Committee, has questioned the value of the proposed transportation census, contending that the information which it would bring to light would duplicate the statistics already available from "the Civil Aeronautics Board, the Maritime Commission, the Board of Engineers for Rivers and Harbors" and the I. C. C., and would provide information not already obtainable only from "those highway commercial enterprises" not now reporting to the I. C. C.

#### Inadequate Figures on Private Transport

It is evident from this expression that the I. C. C.'s curiosity about transportation not subject to its jurisdiction is considerably more moderate than that of other inquirers in the field. There is today, for example, only one convenient and relatively complete source of information on highway transportation, including both private and for-hire carriers, and that is the annual pamphlet called "Motor Truck Facts," which is issued by the automotive industry and which, as has been pointed out in this paper (in an article by Dr. C. S. Duncan, September 23, 1944, issue), can hardly lay claim to the degree of objectivity desirable for serious scientific analysis. As to the reports of the Board of Engineers for

Rivers and Harbors and the Maritime Commission, their statistical product might be made more useful, and at less expense than would be entailed in a census, if greater effort were made to develop their figures in a manner more closely paralleling the I. C. C.'s railroad statistics. Even at that, though, it should not be overlooked that the Interstate Commerce Commission is the only figure-collecting agency on transportation which is not to a greater or less degree an advocate of the type of transportation into which it delves. For that reason alone, therefore, a periodic canvass by an independent and, presumably, neutral governmental agency might be desirable.

#### Defects in McCarran Bill

Thus to discover probable merit in the purposes of the McCarran bill, however, does not mean that, as written, the measure offers much promise of attaining those purposes. On the contrary, as the bill now reads it suffers two defects, which, if not corrected, will deprive any survey made under its provisions of any real significance. In the first place, S. 1705 does not direct that any distinction be made between local and long-haul transportation and, second, it does not call for detailed quantitative data on private transportation, of the kind sought from common and contract carriers.

There is no debate or conflict about local transportation; the job belongs, economically, practically in its entirety to trucks, to tugs and barges, and to horsedrawn vehicles. But figures on the traffic volume, employment, and fees paid by local transportation enterprises can be, and often are, used to confuse the discussion of long-haul transportation where a conflict among agencies does exist. For example, when a question is raised as to the adequacy of fees paid for commercial use of intercity highways, it is customary practice for truck protagonists to cite a figure which includes fees paid by city, delivery, and farm trucks, which make a minimum use of intercity roads. When these spokesmen wish to minimize the importance of intercity truck transportation, they mention the modest total of such operations which report to the I. C. C., but, when they wish to show how important the trucking business is, relative, say, to the railroads, they do not hesitate to include all the local and farm trucks, which are not competitors of the railroads, but are adjuncts to railroad service.

In short, all is confusion in the figures now readily available, in their failure to distinguish unequivocally

between the utterly dissimilar functions of long-haul and local transportation, and unless the McCarran proposal can be modified to contribute something to the dissipation of that confusion, it will be money and effort wasted.

The second fault of S. 1705, the failure to call for a compilation of figures on private transportation—especially long-haul transportation—is so obvious as to require no elaboration. The country needs a comprehensive picture of its *entire* transportation job and the *entire* mechanism provided to do that job, the whole seen in the perspective attainable only by objective inquirers,

competent statistically and economically.

Perhaps this goal might be achieved by the McCarran bill, and the I. C. C. objections to it might be largely resolved, if the measure were modified, not only as suggested in the foregoing, but by directing the Census Bureau in its transportation canvass not to seek new basic data but to rely on the figures collected by other government agencies, wherever it was satisfied of their adequacy and dependability. If this were done, there could be no objection to including the railroads, too, in the census inquiry, since all the necessary information could be quickly obtained from the I. C. C. Indeed, there is every reason why railroad data should be included in such an enumeration. It is time that people in Washington-and everywhere else for that mattershould quit looking at transportation exclusively in its parts and, for a healthy change, begin to see it as the inter-related whole that it actually is.

#### **Engineers' Lament**

A maintenance officer speaking recently before a group of his colleagues expressed his dismay that other departments do not always confer with the track department in advance of contemplated improvements in service to determine whether the tracks are adequate to carry the new equipment or to permit the higher speeds proposed. Usually, he said, the track man is instructed or ordered to be prepared at a particular moment to accept the new equipment and schedules, and too often the time allowed him for preparation is inadequate. Many other maintenance officers present at this meeting would undoubtedly have expressed agreement with this view, if the occasion had permitted them to speak their minds, for the situation is general, and applies not alone to track but to other items of fixed property as well, particularly bridges.

As might be expected in view of the magnitude of the work often involved, there has frequently been some lag between the introduction of new equipment, particularly larger and heavier locomotives, and the required strengthening of the tracks and bridges. But many engineers will contend that this lag would have been reduced considerably, and the problems involved greatly simplified, if, through better planning and improved liaison between the various departments, those responsible for the fixed properties had at all times been apprised of impending improvements as far in

advance as possible.

In view of the competition that confronts them, the railroads cannot afford to lose any time in utilizing to

the fullest extent possible the new equipment they plan to place in service. Yet, are not the objectives of such equipment partially unattained if, for instance, after heavier locomotives are introduced, there still remain restrictive bridges, tunnels or other structures which the engineering or maintenance departments have not had time to strengthen or otherwise adapt to the new requirements? Is the investment in high-speed passenger equipment applied to the best advantage if, because of inadequate interdepartmental co-operation, excessive restrictive curvature remains for any length of time after the equipment has been placed in service?

Even where the closest co-operation exists, there are frequently other factors that operate against keeping the fixed plant in step in every respect at all times with advances in equipment and with plans for improved service, but any delay necessary in bringing the fixed properties up to the standards required for improved equipment and service will be held to a minimum, if the engineering and maintenance departments are kept advised from the outset as to what improvements are

contemplated.

#### South American Markets

Several independent surveys point to bright prospects in the South American market for U. S. railway equipment, appliances and materials. All of these reports consistently emphasize the need for immediate action if U. S. manufacturers plan to enter that area with new or post-war enterprises. Realizing the unprecedented demand in the United States for all kinds of manufactured goods, South Americans, according to a survey by the Illinois Central, still believe that U. S. manufacturers should supply at least an equitable proportion of their needs along with those of domestic customers.

The railway mileage of 11 South American countries having a total population of 87 million is well over 61,000 miles, of which approximately 26,000 miles are in Argentina (population 12 million); 21,000 miles in Brazil (population 42 million); 5,600 miles of line in Chile (population 5 million); 2,000 miles in Colombia (population 8 million); 1,900 miles in Uruguay (population 2 million); and 1,700 miles in Peru (population 7 million)

7 million).

Unlike the United States\* the railways of South America do not have standard-gage track, and several different gages ranging principally from 3 ft. to 5 ft. 6

in., or "broad gage," are in use.

Railway equipment throughout most of South America is generally of the U. S. type. Orders placed in this country last year included 3,825 freight cars, of which 2,280 were box cars, 882 flats and 358 gondolas. Of these, more than 2,600 freight cars were ordered for Brazil, 1,010 for Chile and the remainder for Peru, Colombia and Venezuela. Of the 78 steam locomotives ordered in 1945, 56 are slated for Brazil, 12 for Chile, 6 for Colombia and two each for Bolivia and Ecuador. Of 146 Diesel-electric locomotives, 90 freight and passenger models and 54 switchers are on order for Brazil,

<sup>\*</sup>In 1871 there were at least 19 different track gages in use throughout the U. S. and during the 70's the Railroad Gazette, now incorporated with Railway Age, pioneered in advocating the adoption of one standard. This program caught on so successfully that by 1887 practically every important broad-gage railway in the country had changed to 4 ft. 8½ in.

and two switch engines have been ordered for Chile.

Apparently the prestige of the United States as a supplier of materials has reached the highest level in history, according to two foreign trade emissaries of the Illinois Central who recently returned from a fourmonth, 15,000-mile tour of Latin America. Not only are U. S. products in heavy demand, but they also have a good reputation. Moreover, the modernization of South American railways is rated as an important "must" to keep pace with extensive construction now under way and in prospect in practically all South American countries.

Those familiar with the customs of our neighbors to the south stress the need, as means of promoting better business relations, for more study and conformance with South American trade practices, broader use of Spanish and Portuguese both for correspondence and catalog purposes, and the employment of the metric system of weights and measures.

#### **Crown-Sheet Failures**

In his annual report to the Interstate Commerce Commission for the fiscal year ended June 30, 1945, an abstract of which appears on another page in this issue, John M. Hall, director of the Bureau of Locomotive Inspection, again devotes a major portion of his comment to one group of accidents-those due to crownsheet failures because of low water. Why he should do so becomes evident on a study of the accidents and casualties resulting from failures of the various parts and appurtenances of steam locomotives. The number of accidents to locomotives and tenders and their appurtenances during the fiscal year totaled 410. Crown-sheet failures amounted to eight-less than two per cent of the total. The total number of persons killed in connection with these 410 accidents was 20. The deaths caused by crown-sheet failures were nine-45 per cent of the total. Add to this the extensive property loss involved in the serious damage or destruction of the locomotive, and frequently of roadside property as well, and it becomes evident that these accidents still constitute a serious problem.

There is little reason to believe that they are not practically all inherently preventable. The evidence in at least three of the eight cases during the last fiscal year suggests that they were due to a persistent type of psychological failure which over the years is known to have been a contributing factor in many of these accidents, and is suspected to have been involved in many others. Low-water alarms are known to have been sounding in two of the three cases at the times of the accidents. In the other, a placard in the cab illustrated the terrible consequences of a boiler explosion and contained the well-known instructions in the case of low water.

When difficulty arises in maintaining a safe water level in a locomotive boiler on the road, a conflict of ideas occurs in the minds of the engine crew. These men are constantly aware of the importance of maintaining schedules. All men in the train service, particularly those in the locomotive cab, are constantly alert to this need. On the other hand, day after day they are not confronted with any situation which requires them

to give a moment's thought to the urgency of the procedure to be followed when low water develops. Thus, in the conflict of ideas, when these men face the occasional low-water emergency, the decision essential to safety is all too frequently overpowered by the habit of the day-after-day urge to maintain schedules. Under such circumstances indecision may naturally be expected to delay the action, which must be taken promptly, until it is too late. This condition can be overcome only by some form of positive and persistent instruction in advance of the emergency.

#### **Troubled Waters**

The recent threatened strike on the Indiana Harbor Belt and Chicago Junction brings the National Railroad Adjustment Board back into the limelight. The difficulty arose from the slowness of the board in deciding several cases. Since the board was set up on a national basis in 1934 its machinery has been constantly creaking under the overload placed upon it, but recently its wheels ground to a clangorous, dissonant stop. For some months, the board has not been doing any adjusting.

Ever since its formation, it has been obvious that the board, and particularly Division I, which deals with operating department cases, has had more disputes referred to it than it could handle. It began bogging down from the start, and when it finally ceased functioning last fall, it had a three years' supply of cases still unheard. About a year ago President Roosevelt asked E. J. Connors, vice-president of the Union Pacific, to make a special study of the possibility of "streamlining" the board's activities. Mr. Connors rendered a report last fall, but it has not yet been made public.

Then last June the U.S. Supreme Court handed down a decision in the case of the Brotherhood of Railroad Trainmen vs. the Elgin, Joliet & Eastern, which resulted in bringing the activities of the board to a halt. The majority opinion of the court was to the effect that union representatives must secure proper authorization from each employee before handling a grievance for him, and that they do not have the right to accept, without further authorization, a settlement for less than an employee's full claim. The union representatives attempted for a few weeks to work under this ruling, but in September, following a dispute as to proper authorization in a case involving the Delaware, Lackawanna & Western, they announced that they could no longer handle grievances before the board in compliance with the terms laid down by the Supreme Court.

The court, upon request of the unions, granted a rehearing of the E. J. & E. case on December 6, but has not yet handed down a decision, although one was expected late in January. Meanwhile, cases are piling up to an extent that will mean tackling an enormous backlog when board activities are resumed. The threatened strike of the Chicago switching roads was only the beginning of potential trouble. Even if the Supreme Court reverses its decision, the airing of grievances and rendering of decisions will be so badly delayed as to constitute a continuing menace to railway labor peace.

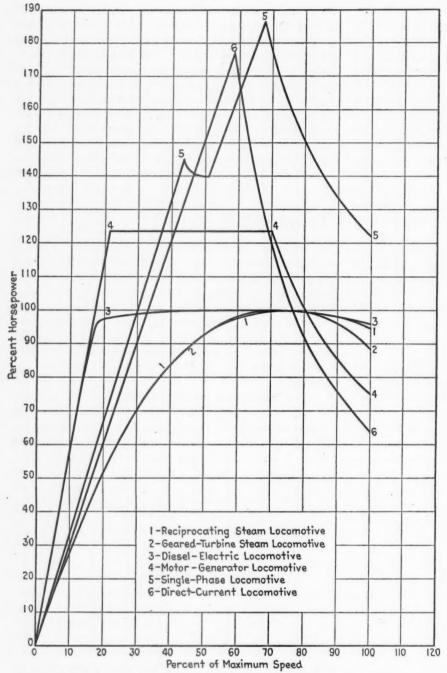


Fig. 1-Maximum horsepower as per cent of continuous horsepower

THE purpose of giving any machine a rating is to provide an indication of its capabilities in service and to give a means of comparing different machines which may be adaptable to the same work. To quote from the Standards of the American Institute of Electrical Engineers: "A rating is arbitrary in the sense that it must necessarily be established by definite fixed standards and cannot, therefore, indicate the safe operating limit under all conditions that may occur in service." In this discussion, we are not concerned with the details of determining the rating of any type of locomotive, but we are intensely interested in discovering what data the

rating should give in order that the locomotive's serviceability may be evaluated and two or more types may be readily compared. This discussion applies primarily to road locomotives and to some transfer locomotives. Switchers in flat yard service are generally capable of handling any trains which they can start and accelerate to a satisfactory speed. Locomotives for hump service require special consideration because of the great tractive force required at low

# Comparable Locomotive Ratings

Ratings should be taken at the rail, giving continuous horsepower with corresponding tractive force at 70 per cent of maximum operating speed

By F. E. WYNNE

Consulting Transportation Engineer, Westinghouse Electric Corporation

speed for long periods of time. Hence, consideration of switching and hump locomotives is not included here.

#### Present Status

The output of a locomotive which is useful in moving itself and its train is developed at the points of contact between the driving wheels and the rails. Present practice uses locomotive ratings which are not comparable. Usually, the steam locomotive is rated in maximum cylinder horsepower and part of the cylinder output is consumed in machine friction between the cylinders and the drivers. The Diesel locomotive commonly carries the rating of its Diesel engine and part of the engine output is used to drive auxiliaries while another part is lost in the electrical transmission between the engine and the drivers. The electric locomotive is rated at the horsepower which its drivers will deliver at the rails continuously. Hence, locomotives having the same conventional rating may differ widely in useful output at the drivers. The following tabulation illustrates this fact:

> Continuous useful output at drivers 5,320 hp. 5,050 hp. 6,000 hp.

Weight of cars that can be hauled at 100 m.p.h. on level tangent track 1,000 tons 900 tons 1,300 tons From this, it is seen that the useful output at the drivers, commonly called "rail horepower," is now different for types having equal conventional ratings.

#### Train Weights

The example shows further that the sizes of train which can be hauled at a selected speed by the several kinds of locomotive differ much more than their useful outputs at the drivers. This is because the types are inherently different in weight and the heavier locomotives consume more of the rail horsepower and leave less for pulling the cars. However, the total weights of locomotive and train are more closely related to the rail horsepower. Consequently, rail horsepower is a good indication of the comparative total train weights which can be handled by locomotives of different kinds or sizes. The approximate tonnage of trailing load may be derived by deducting the weight of locomotive (and tender, where used) from the total train weight.

Off-hand it might seem that the serviceability of a locomotive would be indicated more directly by rating the locomotive in output at its drawbar. This would eliminate differences in locomotive weights but it introduces variation in speed, grade and curvature which are continually occurring on any railroad. Even a locomotive that develops constant rail horsepower over a wide range of speed would have a different rating at its drawbar for each change of speed, grade or curve. Hence, a single drawbar rating appears to be inadequate and impractical. On the other hand, as will be developed later, a suitably selected rating in rail horsepower will adequately indicate locomotive service capacity over a wide speed range and also serve as a basis for comparison.

#### Characteristic Curves

The necessity for establishing a uniform basis of rating locomotives is emphasized by considering their typical characteristics. Fig. 1 shows the maximum performance that can be developed by each of six types of locomotive regardless of time. Where electrical apparatus is used, a considerable part of this maximum performance can be used for limited times only. these short-time capabilities are valuable in making rapid accelerations, in ascending short grades, and in quickly recovering from speed restrictions, the overall performance must be kept within the continuous capacity of the electrical equipment.

Fig. 2 shows continuous capacity curves for the same six locomotives. It is interesting to note that five of these locomotives develop the same maximum

value of continuous horsepower at approximately 70 per cent of maximum speed. At this speed the continuous capacity of the particular direct-current locomotive used is 14 per cent less than that of the others. This indicates that with the discontinuous character of this locomotive's curves, it may have less overall service capacity in spite of its short-time maximum capabilities, shown in Fig. 1. In Fig. 3, the same curves are shown but the rated continuous capacity is taken as the value shown at 70 per cent of maximum speed. This makes practically no change from Fig. 2 except that the direct-current curves are raised so that the upper group of them averages about the same as the

#### **Proposed Rating**

When rated at 70 per cent of maximum speed, and where the major portion of the operation is within the upper half of the speed range, it is believed that locomotives of equal rating and designed for the same maximum operat-

150

ing speed will give substantially the same service performance when handling the same total weight of train, including locomotive and tender, if used. Where operations below half speed are controlling, the motor-generator and Diesel-electric types tend toward better performance than the steam types, while direct-current and single-phase locomotives tend toward somewhat less than steam performance with the same total train weight. Because of the inherent lower weight of electric locomotives, they will outperform equally rated steam and Diesel-electric locomotives in the upper half of the speed range when handling only the same number of cars and tend toward performance equal to that of steam locomotives in the lower half of the speed range.

It is, therefore, proposed that each locomotive be designated by its continuous rating at 70 per cent of the maximum operating speed for which it is designed and built, in order that the objective expressed at the beginning of this discussion may be met.

Rail horsepower is proportional to

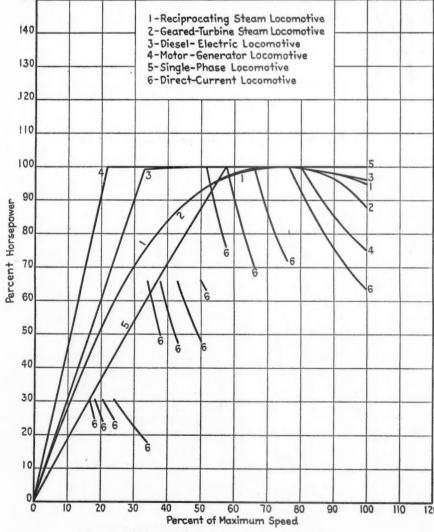
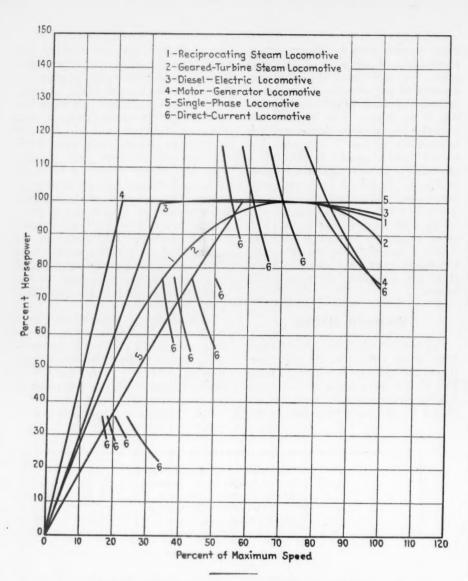


Fig. 2—Continuous horsepower at each speed as per cent of maximum value of continuous horsepower



A Warm Reception for an Honored Vet



Fig. 3-Continuous horsepower at each speed as per cent of continuous horsepower at 70 per cent of maximum speed

tractive force and speed. The same horsepower may develop great tractive force at low speed or small tractive force at high speed. Consequently, the rating of a locomotive should give not only the rail horsepower but also the corresponding speed and tractive force. To safeguard the applications of motive power to some extent, the maximum safe operating speed, starting tractive force, and continuous tractive force also should be specified. To give an indication of short-time overload performance, the maximum rail horsepower should be stated.

This information can be shown in tabular form, which for a certain locomotive would be:

Rating—6,000 hp.—32,000 lb. tractive force-70 m.p.h.
Maximum operating speed—100 m.p.h.
Starting tractive force—82,500 lb.
Continuous tractive force—40,000 lb.
Maximum output at rails—12,000 hp.

On this basis, all locomotives of equal rating should be roughly capable of equal continuous performance within the upper half of their speed range. Differences which appear in values of starting tractive force, continuous tractive force and maximum output for two or more equally rated locomotives will indicate their relative values for accelerations and running below half speed together with their relative abilities to maintain schedules over a profile which intermittently imposes overloads for brief periods.

For accurate determination of performance in service, it is, of course, necessary to have the speed-tractive-force characteristic curve of each locomotive and to develop from it the speed-time and distance curves when hauling the desired train over the specified profile with the designated stops and speed restrictions. Where electric drive is used. the time-temperature characteristics of the electrical equipment also are required.

Because of the inconsistency and inadequacy of present practice in rating locomotives, a uniform method of rating motive power is most desirable, if not imperative.

It is suggested that:

a—Locomotives should be rated in output from the drivers at the rails.

b—The rating should give continuous horsepower with the corresponding tractive force at 70 per cent of maximum operating speed.

c—As supplementary information for approximate applications and comparisons, the maximum output at the rails, maximum operating speed, starting tractive force and continuous tractive force should be given.

For exact application to a specific

service, the speed-tractive-force characteristic curve of the locomotive should be available together with time-temperature data where electric drive is used.



Sorenson's Studio

me
ive
the
the
ce.
ive

ald of the

in lo-

al al p-

ig ce re te

ns er

in

c-

ce

e

ie

le

Fires involving rolling stock can be extremely costly

## Railroad Fires and How to Prevent Them

A discussion of the hazards involved in different classes of property, including rolling stock, and of the measures that should be taken to minimize them\*

S a rule the railroads carry insurance with outside companies against loss or damage by fire. In most instances each railroad is a self-insurer up to a certain amount, above which insurance is carried. Let me, however, dissipate the idea that recovery from an insurance policy makes the railroad whole for any loss. This is not true. Where a facility is fully insured, the amount that can be recovered from an insurance company is today's reproduction cost less depreciation for age and condition. Therefore, where a destroyed facility has to be replaced, the cost of replacement, even if in kind, costs far more than the recovery.

In addition, while possibly not measurable in actual dollars and cents, the loss of use of a facility while a new one to replace it is being constructed is unquestionably a source of considerable expense. The most serious fire loss that can occur is one that curtails traffic. No expense is spared to open a line that has been closed as the result of a fire. In

By H. I. BENJAMIN,

Vice-Chairman, System Insurance Committee, Southern Pacific Company, San Francisco, Cal.

the case of serious fires where it may take several days to get traffic moving again, there is also the added expense of detouring.

Depending on the character of the facilities involved, fire losses can be placed in several classes, as follows:

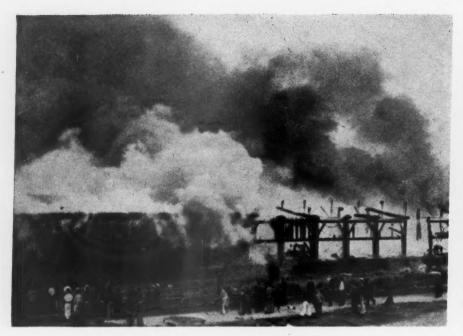
Class 1—Bridges, trestles, tunnels and snowsheds—these structures are classed together because fires that cause them to be lost or damaged have the effect of interfering with the normal flow of traffic. Fire prevention for facilities of this type, to be effective, must be of a different character than that existing in large cities or where large shop properties are concentrated. In the latter case there are usually fire departments, either municipal or private, that can be quickly assembled to fight a fire. In the case of road structures, however, the same

concentration of man-power and equipment to fight fires is not available, and for this reason it is highly essential that precautions be taken to prevent fires from starting. Hence, it is desirable to build each structure in such manner that it will be as fire-resistive as possible.

Where it is not possible to make the structure completely immune to fire, parts that are subject to ignition should be provided with some form of protection. For example, a tunnel that is otherwise lined with wood might be provided with concrete portals and concrete linings for a distance of about 50 ft. at each end, thereby protecting the remainder of the lining from a fire due to brush burning on the outside. Frequently a tunnel with a wood lining that needs to be renewed can be replaced by an open cut, thus doing away with the fire hazard. Using modern earth-moving machinery, this is sometimes more economical than relining the tunnel under traffic.

Trestles and bridges can be protected against fire from the top by providing them with ballast decks or by covering the wood ties or stringers with a fire re-

<sup>\*</sup>Abstract of an address presented before the Pacific Railway Club at San Francisco, Cal.



The flames engulfing this railroad warehouse are now beyond the control of fire-fighting agencies

sisting paint or by metal. However, even when this is done, serious fires Creosoted decks sometimes occur. should receive special attention, as it is difficult to control a fire in this material once it has started. Water barrels, which must be kept filled, should be placed at intervals along a structure to provide first aid in case of a fire. Trestles and other types of bridges across dry washes present the problem of fires starting on the ground. For this reason section men should see to it that all vegetation is removed from the vicinity of the bents and that the ground is scarified before the dry season starts. Important or key structures should receive special fire-protection.

Snow sheds, when constructed of wood, should be supplied with fire breaks at specified intervals. These can be constructed either in the form of 100-ft. sections built of concrete or by building wood sections that can be removed or rolled back during the hot months. Some of the sheds on the Southern Pacific Overland Route are protected by sprinkler systems, by means of which the roofs are sprinkled twice a day during the summer. This tends to

raise the relative humidity within the shed, making the spread of fire improbable. Two fire trains are also in readiness and a reliable fire alarm system has been installed extending over a distance of about 40 miles. Watchmen patrol the shed district and operate the valves that control the sprinkler systems.

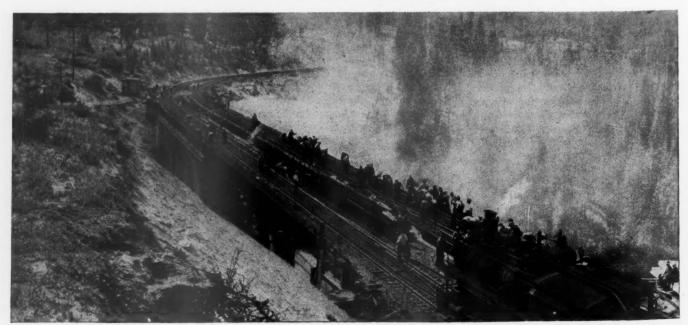
#### Shops and Stores

Class 2—Most railroad facilities in the shops and store classification are concentrated and values run high. Unless it is controlled in its first stages, a fire in such buildings may well result in a conflagration, destroying valuable buildings and machinery. The art of good housekeeping and the careful handling of working materials are most important in preventing fires, and all supervisory officers should be fully impressed with these points and should ever be on guard against fire hazards.

Fire protection equipment in the form of hand extinguishers, strategically placed and regularly maintained, provide first aid protection against incipient fires, but the importance of calling the fire department immediately should not be overlooked if there is any question at all as to whether the fire can be put out with a single extinguisher.

The formation of an employee fire brigade, equipped with adequate hose carts, fog nozzles, etc., is good practice around shop grounds to handle the smaller fires and to keep the larger ones in check until city equipment arrives. An employee fire brigade should be familiar with the location of fire hydrants and should work in close co-operation with municipal fire departments. Fire fighting equipment can be secured today





by tu co

SV



A frame passenger station in an advanced state of destruction by fire

far exceeding the efficiency of old-time methods. Particular attention is called to the use of fog nozzles, motorized fire trucks, O. C. D. pumpers and foam generators.

3 - Dwellings - where such Class structures, company-owned, are furnished for the use of employees they are usually located where no municipal fire department is available, and fire fighting must rely entirely on equipment supplied by the railroad. Here again housekeeping is an important item. It is the responsibility of the individual occupying the premises to see that the wood work around stoves is properly protected by metal shields. Also, stove pipes must be properly installed and cleaned annually, and combustible items must be kept away from stoves.

#### Protecting Equipment

Class 4-Rolling stock-the prevailing scarcity of all kinds of this equipment makes it imperative that it be preserved and kept constantly serviceable. One of the dangers to be guarded against in this respect is that presented by fires in railroad yards. While, fortunately, there have been but few yard conflagrations in the United States, this is no criterion that such catastrophes cannot happen. Where adequate fire lines are not available in yards, steam switch engines should be equipped with fire hose. Also, water tank cars with pumps and fire hose are frequently stationed in large yards for emergency use.

Oil and gasoline fires resulting from derailments have occurred on a number of eastern roads, and as a means of protection against such fires it is important that every wrecking outfit be provided with fire-fighting equipment. Tank cars filled with water and provided with

pumps, hose, fog nozzles and foam generators are an added protection for fires of this kind. Some of the eastern and southeastern railroads supply this type of equipment with their wrecking trains.

The western railroads have been fortunate in that no explosions of consequence have occurred, although the amount of explosives transported for the Army and Navy during World War II was the greatest in the history of railroading. The shipper is required by I. C. C. regulations to load and brace explosives and ammunition according to certain methods which are described in various instruction pamphlets. After completing the loading it is the duty of the carrier, usually through a car inspector, to examine the method of loading and bracing before the car is closed and, if found satisfactory, to certify on a car certificate that the work has been accomplished in accordance with the regulations. This makes the inspection an important function for the safe handling of this type of commodity.

#### Importance of Organization

An important phase of the fire prevention and inspection activities on any railroad is the proper organization of the department to which this work is entrusted. Our supervisory officers have their hands full in handling the work assigned to them. It frequently happens, for this reason, that matters pertaining to fire prevention are overlooked.

Local fire prevention inspectors, working in conjunction with shop fire chiefs, can best handle local conditions. Monthly and annual inspections should be made to correct bad conditions and to inspect and test fire-fighting apparatus. Reports should be made, wherever possible, to a central office, preferably head-

ed by a general fire inspector reporting to the general manager or some other department head. Many undesirable conditions not requiring large expenditures for correction can be handled quickly under this system.

Where suggestions are made involving expenditures, the matter should be thoroughly reviewed before recommendations are made, to the end that a convincing argument can be put forward for the recommendations. The majority of railroads operate on a budget plan and when the budget is presented it should contain only the most important items involving expenditures for fire prevention. Elaborate expenditures for this purpose have a way of killing themselves; hence careful study should be made to keep the expenditures to a minimum consistent with the exposure and value of the property to be protected.

Each year the Fire Protection and Insurance Section of the Association of American Railroads presents a summary of fires on the various member roads. For the year 1944 there were 5,622 fires which resulted in total damage to physical property of \$9,726,387. The division by classes is shown in the table.

#### Classification of Fire Losses-1944

Stocks	No. of	Physical loss
Rolling stock and contents Building structures and contents Bridges, trestles, culverts Tunnels, snow sheds, etc. Timber, ties, poles, etc. Not classified		4,688,135 345,575 24,871 46,360
Total	5 622	to 726 397

With the actual loss to the railroads far exceeding the physical damage shown, these startling figures emphasize the necessity of properly protecting all properties and keeping them in such condition that the danger of damage or loss from fire is minimized.

## Supervisor's Role in Good Railroading

Being "the company" to employees, supervisor's ability to interpret management to his subordinates can largely determine degree of success or failure of a railroad

A SUPERVISOR in any railroad department has many responsibilities, some of which are:

1. The supervisor with his intimate daily contact with employees represents the company to them. He must understand and be able to interpret the policy of the company to employees.

2. He must strive to be a man of real influence for good upon the lives of the men whom he supervises.

3. He must be a leader—not a driver. He must know his job and be able to recognize good performance, because if he does not understand what good performance is, he is in no position to demonstrate it to his men. A workman can have no better satisfaction than to know, as he goes home at the end of the day, that he has done a good job. By the same token, if he hasn't done a good job, he is entitled to know that, too, and why and where and how he has failed, so that he may avoid a similar failure the next day.

4. In the handling of claims and grievances the supervisor must be wise and understanding, sympathetic, firm and impartial. His decisions should be such as will win him the respect of his men, even though he may decide against them. Pay attention to the little things, too—mighty oaks from little acorns grow, and big grievances and claims sometimes grow out of petty things that plague a man in his daily work.

#### What Morale Is

5. The responsibility for building morale of employees rests squarely upon the shoulders of the supervisor-more so than upon anyone else. By morale I mean that feeling or attitude which the employees have toward their work, their railroad and their industry. They can be proud of their jobs, their railroad and their industry, or they can be ashamed. I like to feel that every man on our railroad is proud of his job and that he respects and admires the management of it just as we respect and admire him. When the time comes that every man and woman on the railroads feel that he owns it and calls it "my railroad"-then I shall know and be glad that we have good morale.

This story to me illustrates the point:

By L. W. HORNING,

Vice-President, Personnel & Public Relations, N. Y. Central

A passenger brakeman on one railroad was talking to the passenger brakeman of another railroad in the passenger station where their trains were loading. One of them asked the other why he didn't work for a good railroad and the other promptly replied: "Say, boy, my road kills more people than your old road hauls!" And another-a friend of mine, vice-president of a large industry, told me of this experience on our road: He was traveling from New York to Chicago on the "Century" and he walked back to the observation car, where he stood at the rear end watching the tracks behind. The rear brakeman walked back and stood beside him and finally my friend said: "Looks to me like you've got a good railroad here." He said the brakeman looked at him somewhat in surprise that anyone would say such an obvious thing, and then replied: "Mister, this is the damnedest best railroad in the word." That, to me, is good morale.

6. Aside from the things I have enumerated as responsibilities of the supervisor there is another and very important one: The supervisor must seek to employ the right kind of men in the first place; must seek to get men who have some enthusiasm for railroads, who believe in them, who seek a railroad career and who are willing to work hard to succeed in the industry; and, having hired good men, the supervisor must then help to train those men, not alone for the job they are hired for, but for the next job ahead as well. Helping men up the ladder gives a real railroad supervisor a lot of satisfaction. I shall never forget the kindly men who helped me, and I've obtained a lot of pleasure out of helping others to make progress on their own account.

So much for some of the supervisors' responsibilities—but what has all this to do with public relations? Good public relations start at home—just like charity. Our relations with the public who ride on our passenger trains and who entrust us with their shipments will depend very largely upon our relations

one with another in our own family. A happy family is more likely to get along with its neighbor's and to create a good impression in the neighborhood than is a family in which there is discontent and unhappiness, quarrels, bickering and strife.

#### Pleasing Patrons, Whose Job?

It is truly said that the best advertisement any railroad can have is a satisfied customer. Well, who is going to satisfy our customers if we don't? And by "we" I mean every man and woman on every last railroad in America. Not all of us meet and deal directly with the public, but all of us have an important part to play nevertheless. For instance: All of us have families and friends and neighbors; most of us belong to a lodge, or a church, or a civic club; therefore, all of us should be prepared to discuss our industry and its problems intelligently with the people we meet-to boost it, to defend it against unjust attacks and to extol the merits of rail transportation. By doing so we not only serve our own railroad and our industry but we serve ourselves as well. A fair break for our industry means a fair break for us; more traffic for our industry means better job insurance for every man and woman in the railroad business.

On the matter of our part in producing satisfied customers:

1. What is more important to the passenger than a clean, smooth, safe, fast ride? Well, that ride will not be clean and smooth and safe, nor will it be fast unless the great army of expert maintenance-of-way men have done their duty well. In December, 1945, there were 281,549 persons in that army of maintenance-of-way men on America's railroads. Theirs is the job of providing that clean, smooth, safe, fast ride. Even the crossing watchman must play his part well; he can not only aid in avoiding crossing accidents but he, too, can be courteous and friendly to the passers-by. Few maintenance-ofway men talk to our customers, but much of the customers' satisfaction with our service will be the result of maintenance-of-way work having been done

2. And of a clean ride—how can we give that unless our coach cleaners do

This article is adapted from a recent address to the Maintenance of Way Club of Chicago.

a good job? Nothing irritates a passenger more than a dirty or half-clean car, or washroom and toilet facilities

not properly attended to.

3. What will contribute more to a good, safe ride than good engine and equipment performance? And so, that great army of mechanics and laborers in our enginehouses, car yards and shops -385,711 of them, including the car repairmen, men in the coaling facilities and at water pumping stations, men in the laboratories and even the men who design those locomotives and equipment -by the manner in which they perform their daily tasks they are promoting

good or bad public relations.

A

ong

ood

is a

and

and

?

ied

sfy

by

011

all

he

ant

ce:

nd

ge,

li-

ost

nd

n.

vn

ve

ur

re

in

C-

fe.

he

it

rt

ne

5,

13

0-

st

st

id

e,

to

f-

ut

th

e-

1e

lo

4. Then there are the 292,067 train and engine service men-all of them important. The engineer who handles his train roughly will damage freight or disturb passengers. The conductors and trainmen, the porters, dining car stewards, the waiters and cooks, red caps and ticket clerks-men in the baggage cars and baggage and parcel check roomscan make or break a railroad. A cheerful smile, a "thank you" always, and now and then an "excuse me," plus a disposition to make the passenger or shipper feel that he is doing us a big favor to patronize our railroad, will mean a lot to future security in employment, and in opportunities for advancement.

5. What is more important than that our great army of clerks and signalmen, dispatchers and telegraphers, yardmasters and marine department employees deliver the goods? A carelessly written letter, a mistake in figuring charges, a discourteous telephone conversation, may lose us a friend—a friend that we sorely need for our railroad and ourselves.

#### What Is Courtesy?

Courtesy is the keynote of friendship and I commend to railroaders everywhere the dictionary definition of that word: "Considerate behavior toward others"—considerate behavior by each of us toward each other so that our family may be a happy one. And, on the part of every member of our railroad family -considerate behavior toward the public-the people who ride upon our trains, those who entrust us with the freight, express and baggage shipments and those who enter our buildings or come upon our property or into our offices for other reasons. Remember, the person who comes to our stations today to accompany a passenger or shipper may be a passenger or shipper himself tomorrow.

On my railroad we resolved some years ago to do something about these things and I am happy to report that New York Central men and women are already finding out that "considerate behavior toward others" is worth while.

More than 30,000 of my fellow-employees on the New York Central have taken some twelve hours of their time to study our public relations training course—a course designed to teach us just two things: (1) Why and how we should get along among ourselves; and (2) Why and how we should get along with our customers, the people who pay the bills. I am pleased to see other railroads interesting their employees in similar fashion.

#### Kinds of Training

I believe that the training of railroad employees is of great importance. We've done something about that, too:

1. Thousands of our supervisors, foremen, gang leaders, chief clerks and those with similar positions have received the so-called "Foreman or Supervisor's Training" provided originally as a wartime measure. Universities and state education departments all along our road are assisting us in this. Not every man knows automatically how to be a good "boss." There are certain well-known rules and techniques which every supervisor should know. Not all can be learned by our own experience, and even the best of supervisors can improve themselves by study.

2. Employees in our traffic depart-ment have studied "Traffic and Transportation Control."

3. Others are attending classes where

rate clerks are taught. 4. Still others are taught to be telegraphers and others have attended classes in air conditioning methods; electronics; firing and maintenance of steam locomotives; public speaking; typing

and business machines operation. 5. Other thousands of our people have taken courses in job instructor training, job methods training, and job relations

Another interesting thing we have done is this: Realizing the importance of proper telephone manners we selected and trained six of our young women from various departments in the art of telephone manners and now these six girls are traveling over our system, going into the offices, telephone exchanges, reservation bureaus, ticket offices, freight houses and other places where employees use the telephone for the purpose of showing them the why and how of telephone courtesy-and with good results, too.

Let us remember these facts:

First: In these days of keen competition, every company must sell its product. In the case of railroads, the product is not altogether concrete. It isn't a question of marketing automobiles, or refrigerators, or china, or pounds of bacon. It's a question of selling service. According to recent public opinion surveys, two out of every five travelers

say that railroad employees are less accommodating now than they were before the war. This merely confirms what many of us have realized for some time -that in practically every business there has been a noticeable let-down in courtesy since the war started. This trend must be reversed in our industry if the railroads are to succeed in meeting competition which lies ahead.

The traveling and shipping public must be sold on the service the railroads offer. Otherwise, it is plain to see that there will be a declining need for railroad employees. In other words, the job of every railroad man depends in the long run on his ability to convince the public that they should use railroad transportation. No longer will traffic go to the railroads because there is no

other way for it to go.

Second: Every employee must interpret his industry to the public at largeto his family and to his circle of friends. He cannot do this well without adequate information as to the company which employs him. It is up to every supervisory officer, through every means at his command, to see that his employees are equipped with the necessary information to make a good showing of themselves in their off-work hours. Many an employee will "knock" his company because it seems to be the thing to do, or because of some imagined grievance, when that same employee could be a booster if he was informed as to the reasons for company actions. By boosting his industry, the employee is at the same time laying the cornerstone for a successful livelihood, because his own future depends upon the future of the industry.

Third: It is easy to see that good public relations requires a good deal of effort, because one man acting individually in a negative way can spoil the positive and helpful efforts of hundreds. The problem is one of securing the type of personnel who will instinctively be cour-

teous without exception.

#### The Bedbug Letter

Passive courtesy is not enough. There is a story of a railroad passenger who found his berth already occupied by an all-but-invisible intruder, and he wrote a scorching letter of protest against insect-infested cars. By return mail he received so gracious and apologetic a communication that he was ashamed of having made a row about such a trifling matter and he was about to say so in another letter. At this point he came across his original letter which had been included with the company's reply through an oversight. Written across the top of it was this scrawled pencil notation: "Send this crank the bug letter -No. B-274."

An action grudgingly taken is some-

times worse than no action at all. The man who has the sense for public relations is the man who will go out of his way to do the stranger a good turn or to help another.

I wish we might get every railroad man and woman in the country to believe and to preach the idea that the railroads are looking ahead, that the railroad industry is keeping up with the parade, so to speak, is alive, virile, forward looking and progressive. Thousands of railroad men are working night and day on the railroads of tomorrow, railroads which will surpass in speed, convenience, luxury and safety anything that the world has ever seen heretofore.

The industry is not content to stand by and see its traffic lost to competitors. It is true that the plant is too big to be changed over night. We cannot bring out a new model every year as does the automobile industry, but little by little and day by day changes are being made in the industry which will revolutionize it.

There is a place in the industry for young, energetic, enthusiastic men. We need men with imagination and we have them—men who dream dreams about the railroads of tomorrow; and we have an army of hard-fisted, practical men to take those dreams and build the equip-

ment and adopt the methods that the dreamers think up.

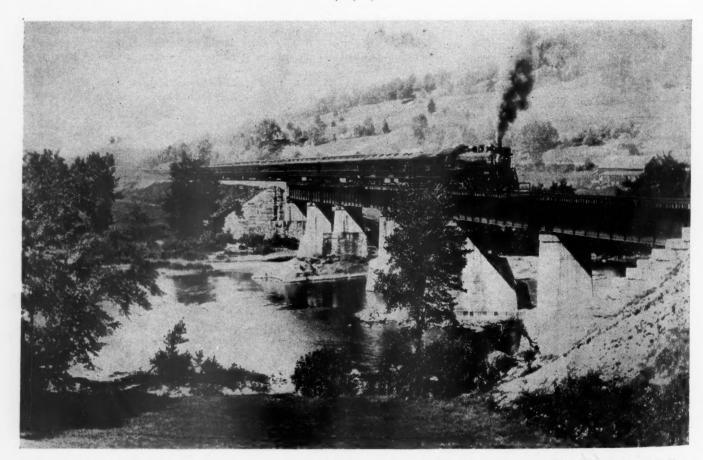
In the depression days of the 1930's there were those who said the railroads were through, that they were destined to take their place alongside the canal boats and stage coaches of another day, but all the while railroad men were spending billions of dollars to revitalize and rehabilitate the railroad plant. The faith of these men played a large part in winning the war; and to the nation and its people, the people of the nation have referred to our industry as the miracle of the home front. This praise will not swell our heads but will only make us resolve to go on and demonstrate that just as we were essential in war-time, so are we essential to the nation and its people in peace-time, too.

#### Frontier Hasn't Vanished

There are thousands of new frontiers in America today. I am reminded of a book written by Louis Bromfield entitled "The Farm," in which he pictured a young man returning from college to a farm home and saying to his father in a cynical mood, "Here I am a young man educated and prepared for a career but there is nothing for me to do. There are no frontiers now." "Why," his father said, "you talk of nothing to do?

Remember this, we can't even take a blade of grass and do with it what a cow does. Nothing to do? That is silly. No frontiers? That is equally false. True, the frontiers have moved out of Indiana and Illinois, perhaps out of California and Oregon, maybe they are now in Alaska or perhaps the last frontier of that kind has disappeared from Alaska, too, but there are frontiers of another kind. More important frontiers. The ingenuity of man needs now to be applied to conquering those."

It is true that there are no more rails to split-we make better fences today with much less effort than our forefathers used-but there are molecules to split and there is atomic energy to be developed for peace-time purposes, and in the railroad industry on every desk, on every work bench, on the seat of every locomotive and in every office and every crossing watchman's shanty there is a frontier of another kind just waiting for some energetic, enthusiastic man who believes in the future of railroading to conquer it. There are better ways of railroading yet to be discovered and the laurel wreaths will go to those men who are enthusiastic about this industry, who believe wholeheartedly in its future and who are willing to apply themselves diligently to a solution of its problems.



"The Ambassador" of the Central Vermont crossing the Winooski river, near North Duxbury, Vt. Now part of the Canadian National, this railway celebrated its 100th anniversary December 15 (as was noticed in the Railway Age, of December 22)

## Bureau Reports Fewer Casualties from Locomotive Accidents During 1945

Report of I. C. C. Locomotive Inspection Bureau continues to stress destructiveness of boiler explosions—Overanxiety to maintain schedules a contributing factor

**F**OR the first time since 1941 the annual report of John M. Hall, director, Bureau of Locomotive Inspection, for the fiscal year ended June 30, 1945, records a check in the upward trend in the number of accidents due to failures of locomotives and their appurtenances and in the number of casualties associated with them. In 1941, 153 accidents caused 197 casualties. In 1944 there were 403 accidents and 491 casualties. In 1945 the number of accidents increased to 410, but the number of casualties decreased to 449. Of these, 20 were deaths and 429, injuries-a decrease of five in the number of persons killed and a decrease of 37 in the number of persons injured as compared with the preceding year. The report also shows a reduction from 11 in 1944 to 10 in 1945 in the percentage of locomotives inspected or that were found defective which should have been corrected before the locomotives were put in service; a reduction in the number of locomotives ordered out of service from 630 to 506 and in the number of defects found from 56.617 to 53.367.

In addition to the tables reproduced in this abstract, the report includes tabulations, for both steam locomotives and locomotives other than steam, of the number of accidents and the number of killed and injured caused by each appurtenance, and a similar tabulation of the defects found on the locomotives inspected. It also includes a chronological list of all of the accidents and casualties reported. These are grouped by individual railroads and are followed by a tabulation of defects, by individual parts, found on the locomotives inspected. These are also grouped by individual railroads. The following is an abstract of the report:

#### **Boiler Accidents**

Eight boiler explosions occurred in the fiscal year; all were caused by overheating of the crown sheets due to low water. Nine employees were killed in these accidents, and 12 employees were injured. There was a reduction of 11 in the number of boiler explosions, a reduction of 3 in the number of persons killed, and a reduction of 50 in the number of persons injured as compared with the next preceding year.

One of these accidents, in which two employees were injured, occurred while the locomotive was hauling a passenger train at an estimated speed of 30 miles an hour. The boiler was broken from the frame and cylinder saddle attachments and forced out of alinement but remained on the frame. The arch tubes, grates, ashpan, and brick arch were

blown from the locomotive and scattered in various directions within a radius of 300 ft. from the point of explosion. The trailing truck wheels, the tender, the first two cars, and the front truck of the third car were derailed, and the locomotive and train stopped in a distance of approximately 265 ft.

In another accident, in which the locomotive was hauling a passenger train, the explosion occurred while standing at a signal governing movement over an approach cross-over leading into a passenger station. One arch tube, grates, and brick arch were blown out of the firebox. Pieces of brick arch started fires in a woodworking shop 300-feet distant, part of the stoker exhaust pipe was found near some boarding cars 250 ft. away, and a piece of grate side frame was found imbedded in an engine house door 300 ft. from the point of explosion. One employee was killed and one employee was injured in this accident.

Two employees were killed in an explosion which occurred while the locomotive was hauling a troop train at an estimated speed of 30 miles an hour. The force of the explosion tore the boiler from the running gear and hurled it upward and forward. The boiler struck the ground, rebounded twice, and came to rest 265 ft. ahead of the point of explosion and 33 ft. to the right of the track. Parts of the wreckage were scattered over an area within a radius of 415 ft.

Three employees were killed and one employee was injured in an explosion which occurred while the locomotive was hauling a freight train at an estimated speed of 40 to 45 miles an hour. The locomotive, tender, and 22 cars were derailed, 15 cars and the locomotive and tender frame were massed within a space of 160 ft., and the lading in 13 cars was badly damaged or destroyed by fire.

Three employees were killed in an explosion which occurred while the locomotive was hauling a freight train at an estimated speed of 12 to 15 miles an hour. The boiler was torn from the running gear and hurled 190 ft. forward, where it struck and damaged the track, rebounded, and came to rest at the foot

Table I—The Number of Locomotives in Service, the Number Inspected, and the Conditions Found

STEAM	Locomotives
-------	-------------

	Year ended June 30-						
1945	1944	1943	1942	1941	1940		
Number of locomotives for which reports were							
med	43,297	43,064	42,951	43,236	44,274		
Number inspected	117,334	116,647	113,451	105,675	102,164		
Number found detective	12,710	11,901	10,970	9,570	8,565		
rercentage inspected found defective 10	11	10	10	9	8		
Number ordered out of service 506	630	487	474	560	487		
Number of defects found 53,367	56,617	51,350	44,928	37,691	32,677		
					,		

#### LOCOMOTIVES OTHER THAN STEAM

	Year ended June 30-					
Number of locomotives for which reports were	1945	1944	1943	1942	1941	1940
filed Number inspected Number found defective	9,888	5,139 7,711 378	4,351 6,847 298	3,957 6,728	3,389 5,558 319	2,987 4,974 298
Number ordered out of corrective	447 4.5	4.9	4.4	358 5 12	6 21	298 6 16
Number of defects found	1,212	1,026	849	928	905	766

of a fill, 374 ft. from the point of explosion. The running gear, tender, and the first six cars of the train were derailed at the damaged section of the track, and the running gear and tender overturned. Parts of the wreckage were scattered over an area within a radius of 675 ft.

Eight employees were injured in the remaining three accidents.

The boilers of the locomotives involved in the first, second, and fourth explosions cited above were equipped with low-water alarms. In the first andsecond instances the low-water alarms were sounding and giving clearly audible warnings that the water was at or below the danger point, and there was sufficient time from the first soundings of these alarms until the explosions occurred either to restore a safe water level or to dump the fire and thus avoid the explosions. It is not known whether the low-water alarm on the boiler in the fourth instance functioned before the explosion occurred as all employees on the locomotive were killed in the accident and others on the train were not sufficiently close to the locomotive to hear the alarm if it had sounded. Parts of this alarm were damaged in the accident to such extent as to preclude the making of a service test prior to repairs and adjustment, but such tests as could be made indicated that the alarm had been in operative condition, and it is known to have functioned as intended on the last trip of the locomotive before the accident occurred.

In the third cited instance, low steam pressure occurred, apparently principally due to tramp iron in the coal interfering with proper operation of the front feed stoker. A stop had been made to remove the foreign matter from the stoker, but further trouble was experienced with low steam pressure, work on the fire was done at two stops, and a whistle signal calling for a relief locomotive at the next terminal was sounded at a tower; the explosion occurred about 11/2 miles beyond this point. There was a placard in the cab of the locomotive showing five illustrations of the wreckage caused by a boiler explosion and with printed instructions over the name of the vice-president of the railroad, "Do not trade water for steam-if you are losing water with feedwater pump and injectors working, stop and investigate. If unable to correct-remove fire, avoiding damage to crown sheet."

The results for the year represent a 58 per cent reduction in the number of explosions, a 25 per cent reduction in the number of persons killed, and an 81 per cent reduction in the number of persons injured compared with 1944; a reduction of 68 per cent in the number of explosions, of 63 per cent in number of persons killed, and 79 per cent in the

Table II—Accidents and Casualties Caused by Locomotive Parts and Appurtenances

STEAM LOCOMOTIVE, INCLUDING BOILER, OR TENDER

	Year ended June 30-				
1945	1944	1943	1942	1941	1940
Number of accidents 410 Per cent increase or decrease from previous year 11.7 Number of persons killed 20 Per cent increase or decrease from previous year 20.0 Number of persons injured 429 Per cent increase or decrease from previous year 7.9	403 126.3 25 7.4 466 124.9	319 143.7 27 20.6 373 164.3	222 145.1 34 1126.7 227 124.7	153 6.7 15 16.7 182 19.1	164 17.9 18 120.0 225 137.2

STEAM LOCOMOTIVE BOILERS

	Year ended June 30—						-			
	1945	1944	1943	1942	1941	1940	1915	1912		
Number of accidents	141	141	129	81	43	67	424	856		
Number of persons killed	13	17	25	30	12	16	13	91		
Number of persons injured	154	194	173	83	64	110	467	1,005		

LOCOMOTIVES OTHER THAN STEAM

	Year ended June 30-					
	1945	1944	1943	1942	1941	1940
Number of accidents	. 29	17	15	9	11	7
Number of persons killed	. 1	23	18	ò	ii	7

Increase.

The original act applied only to the locomotive boiler.

number of persons injured compared with 1943; a reduction of 38 per cent in the number of explosions, 61 per cent in the number of persons killed, and 33 per cent in the number of persons injured compared with 1942; a reduction of 27 per cent in the number of explosions, 18 per cent in the number of persons killed, and 59 per cent in the number of persons injured compared with These statistics represent a decided improvement in the safety of employees and travelers, but recurrence of explosions caused by overheating of crown sheets indicates that efforts, the futility of which should be recognized in advance, are continuing to be exerted to avoid delays that would occur if the rate of working of the locomotive was reduced or the train stopped until a safe water level could be restored, or the fire dumped or extinguished.

Explosions on the line of road caused by overheating of crown sheets due to low water are the result of either over anxiety to avoid stalling, stopping of the train, or loss of running time; or unintentional lapse of the necessary vigilance normally exercised in the maintenance of safe water level probably brought about in most instances by attention being diverted to some unusual condition in operation of the locomotive or train which may appear at the time to be of paramount importance.

Efforts beyond the scope of their assigned duties are often voluntarily assumed by practically all railroad employees in attempts to keep trains moving and on time as nearly as this is humanly possible. Such efforts should be made only if they can be carried to conclusion without introduction of hazard to life, limb, or property. Attempts to maintain steam pressure by trading a safe water level for steam and supply-

ing fuel to the fire to keep up the steam pressure when the water level in the boiler has receded to where it is not visible in the water glass, or, if visible, is so low that part of the crown sheet will be uncovered if the locomotive is headed upward on an ascending grade, can result only in accidents of the character described above. The operating rules of all railroads contain instructions, applicable to any condition of train or locomotive operation that may arise, to the effect that in case of doubt the safe course shall be taken. The only safe course in the prevention of explosions caused by overheating of crown sheets is to maintain the water level so that it is readily visble at the proper height in the water glass, reducing the rate of working of the locomotive to accomplish this if, from any cause, water is being used at a rate in excess of that at which it can be supplied to the boiler. The water level shown in the water glasses should be under practically constant observation, the glasses should be blown out sufficiently often during each trip, and movement of the water in the glasses carefully noted at that time and thereafter, to insure that the level in the glasses moves freely with the water level in the boiler which is subject to practically constant motion over a narrow range when the locomotive is working. Gage cocks should be tried frequently to check the level in the water glasses.

If observation of the water level has been inadvertently overlooked until the level has receded below the lowest reading of the water glass, or proportionately higher if the locomotive is headed upward on an ascending grade, the fire should be dumped or extinguished at once irrespective of whether the discharge from the lowest gage cock may

ro u

be construed as indicating the presence of water.

A false sense of security is sometimes brought about by closing the top waterglass cock in attempts to find water when it is so low that it is not visible in the water glass. Under some conditions when the top water-glass cock is closed, the glass will promptly fill with water when water is absent from part or all of the crown sheet. Indulgence in this practice and that of interpreting a flutter of water from the lowest gauge cock as indicating a sufficient depth of water on the crown sheet to protect it from overheating have caused many explosions. The lowest indication of any of the water level indicating devices when observed in the normal manner should be controlling; in other words, the least favorable should be considered as the correct indication. Artificial or trick means should not be used to induce assumption that there is sufficient water in the boiler to protect the crown sheet from overheating.

Boiler and appurtenance accidents other than explosions resulted in the death of four employees and injuries to 142 employees; this is a decrease of one death and an increase of 10 injuries as compared with the preceding year.

#### Extension for Flue Removals

Of the 1,729 applications filed for extensions of time for removal of flues, 43 could not properly be granted because of the conditions of the locomotives, 36 were allowed extensions for shorter periods than requested, 40 were granted after defects were repaired, 57 were canceled, and 1,553 were granted in full.

0

d

t

#### Locomotives Other Than Steam

The number of accidents occurring in connection with locomotives other than steam increased by 12 and the number of persons injured by 17 as compared with the preceding year. One employee was killed; this is the only death as a result of these accidents since the year 1931.

During the year 4.5 per cent of the locomotives inspected were found with defects or errors in inspection that should have been corrected before the locomotives were put into use; this represents a decrease of 0.4 per cent compared with the results obtained in the preceding year. Sixteen locomotives were ordered withheld from service because of the presence of defects that rendered the locomotives immediately unsafe; this was seven locomotives more than during the next preceding year.

Under rule 54 of the Rules and Instructions for Inspection ad Testing of Steam Locomotives, 331 specification cards and 5,767 alteration reports were

Table III—The Occupational Classification of Casualties
STEAM LOCOMOTIVE ACCIDENTS

		Year ended June 30-								
	19	945	1944		1943		1942		1941	
Members of train		Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
crews:										
Engineers		117	7	128	11	109	10	79	5	41
Firemen	9	183	11	181	10	143	12	73	5	68
Brakemen	2	61	2	67	4	47	4	32	3	21
Conductors	1	11		11		8		7		8
Switchmen	1	10		5		12		5		6
Roundhouse and										
shop employees:	4	10	•	-						
Boilermakers		10	2	5		3	2	4	* :	* 1
Machinists		6		2		3	* *	5	1	3
Foremen		6		2				1		2
Inspectors	1	14	1	2	1 4		1	2		· 2
Watchmen	0 0	1		1	1	3			1	2
Boiler washers	* *	. 5		12		1.3		1.2		3
Hostlers Other roundhouse	0.0	3	* *	12	0.0	1	0 0	4		3
and shop em-										
ployees		A	1	A		· A	3	2		4
Other employees		Š	1	6		11	2	3		0
		10	1	40	1	28	_	9		18
Non-employees		10		40	-	20				10
Total	20	429	25	466	27	373	34	227	15	182
								-		

Accidents to Locomotives Other Than Steam

	Year ended June 30—									
•	19	45	19	44	19	43	19	942	19	41
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Members of train										
crews:										
Engineers		4		4		3		5		1
Firemen		14	4.3.	4	2.1	9		2		5
Brakemen		1		1	* *	1		1		1
Conductors		1		1		1				1
Switchmen		2				1		1		
Maintenance e m -										
ployees	1	3	* *	4		2				2
Other employees		8		1		1				
Non-employees		7	* *	8						1
Total	1	40		23		18		9		11

filed, checked, and analyzed. These reports are necessary in order to determine whether or not the boilers represented were so constructed or repaired as to render safe and proper service and whether the stresses were within the allowed limits. Corrective measures were taken with respect to numerous discrepancies found.

Under rules 328 and 329 of the Rules and Instructions for Inspection and Testing of Locomotives Other Than Steam, 1,045 specifications and 120 alteration reports were filed for locomotive units and 228 specifications and 166 alteration reports were filed for boilers mounted on locomotives other than steam. These were checked and analyzed and corrective measures taken with respect to discrepancies found.

#### Special Work

In response to requests from military and naval authorities and other government agencies engaged in the war effort, inspections of various locomotives were made to determine the condition and suitability for use, and cooperative assistance was rendered in other respects. These locomotives are being generally maintained to the standards prescribed by the locomotive inspection law and rules governing the condition of locomotives used on the lines of common carriers, and inspections are currently made by the Bureau's inspectors.

#### Radio Warning Signal

A warning device for railroads utilizing very high frequency radio has been announced by the Bendix Radio Division of Bendix Aviation Corporation. Known as the "Slow Tone," the device broadcasts a series of high-pitched tones which can be received by radio-equipped locomotives within four or five miles of a stalled train, and permits the engineers of approaching trains to bring their speed under control.

Used in connection with radio communication equipments now being installed on several railroads, the warning unit is expected to be a valuable supplement to present safety devices such as block signals. It is pointed out, however, that the new device is not intended to replace any safety measures now in use by railroads.

EMPLOYEE RELIEF BENEFITS.—The Norfolk & Western employees' relief fund paid \$164,985 to members during the third quarter of 1945. Receipts of the fund, during the quarter ending September 30, 1945, totaled \$187,533, and the fund had a balance of nearly \$5 million at the end of the quarter. For the establishment and operation of the department, the entire expense is borne by the railroad, which since its inception in 1917, has spent more than \$3½ million.

## GENERAL NEWS

## B. & M.'s Whittemore to Federal Reserve

Assistant to president leaves to assume presidency of bank in Boston

Laurence F. Whittemore, assistant to the president of the Boston & Maine and the Maine Central, will sever his railroad connections to assume the presidency of the Federal Reserve Bank of Boston for a five-year term commencing March 1. Mr. Whittemore became a Class B director of the Federal Reserve Bank of Boston in 1944, resigning directorship of the First National Bank of Concord, N. H. and trusteeship of the New Hampshire Savings Bank, Concord, at that time. Complying with the provisions of the Federal Reserve Act, he will relinquish his directorship of the Federal Reserve Bank of Boston upon becoming president of that institution.

Born at Pembroke, N. H., on June 8, 1894, Mr. Whittemore began his career as a clerk on the Boston & Maine in 1913, and served in that capacity until he entered military service in 1917. Enlisting in the Army as a private, he received successive promotions to the rank of lieutenant of infantry. He returned to the B. & M. in August, 1919, but left that road's employ in November of the same year to go with the New Hampshire State Tax Commission as municipal accountant and assistant covering the towns and cities of that state. Appointed general manager of Fellows & Sons Lumber Co. in 1922, he retained that

Boris, Boston, Mass.

Laurence F. Whittemore

position until 1925, when the Supreme Court appointed him a member and secretary of the New Hampshire State Tax Commission.

Mr. Whittemore rejoined the Boston & Maine as general representative in 1929 and was advanced to assistant to president in 1932, assuming similar duties for the Maine Central in 1933. He is at present in general charge of public relations and the program for industrial development of the New England area served by the Boston & Maine and the Maine Central.

Deeply interested in the over-all development of New England transportation facilities, Mr. Whittemore made the original studies leading to the founding of the Northeast Airlines' predecessor company and served as vice-president and member of the executive committee. He represents his railroad on the A.A.R. Committee for the Study of Transportation of the Association of American Railroads, acting as chairman of its Sub-committee on Air Transport.

In addition to his activities in the realms of finance and transportation Mr. Whittemore has extensive industrial, public utility and general business interests, serving in executive and directoral posts for Textron, Inc., Providence, R. I.; Suncook Mills, Suncook, N. H.; Brown Company, Berlin, N. H.; Brown Corporation and the St. Maurice Power Company, both of La Tuque, P. Q., Canada; Shawano Plantation, Bellglade, Fla.; the Rumford Printing Company, Concord, N. H.; New England Power Company, Connecticut River Power Company, and Boston Garden-Arena Corporation, all of Boston. His wide industrial participation led him to join in the founding of the New England Industrial Research Foundation, and fostered his present service as director and secretary of the New England Council.

As president of the Boston Federal Reserve Bank, Mr. Whittemore succeeds Ralph E. Flanders, who has reached retirement age under the provisions of the Federal Reserve Banks' retirement system. After his retirement on February 28, Mr. Flanders will continue a connection with the bank through his services as consultant to the board of directors.

#### More P. R. R. Pullman Service

The Pennsylvania, in restoring in part its normal sleeping car service, as authorized by the O. D. T. for February 15, will put approximately 17 cities back on the Pullman service map. The railroad will be able to place back in regular service approximately one-third of the 159 sleeping cars withdrawn for military transportation last July. The complete removal of O. D. T. restrictions on March 15 will restore all cars and runs which were temporarily withdrawn.

#### Warns of Dangers To I.C.C. Authority

Elmer Smith believes orderly regulation is threatened in anti-trust suits

Whether the Interstate Commerce Commission is to continue as an independent tribunal or whether, because of the way it has construed the interstate commerce act and its administration thereof, it is to be subjected to supervision by the Department of Justice is the underlying question behind the controversy in the government's anti-trust suit against the railroads, according to Elmer A. Smith, senior general attorney of the Illinois Central, who on February 1 addressed a meeting of the Chicago chapter of the Interstate Commerce Commission Practitioners.

Mr. Smith warned that a minority of the United States Supreme Court "which now and then becomes a majority, has displayed a marked tendency to substitute its judgment for that of the I. C. C. on questions wholly administrative in character and so to construe the interstate commerce act as to restrict the area within which the commission may exercise its administrative discretion."

He declared that this tendency becomes apparent upon examination of decisions by a "sharply divided" court despite a high percentage of favorable decisions in cases involving the validity of the commission's orders. Since 1937, the speaker said, out of a total of 99 cases, 86 I. C. C. orders were sustained; 10 were set aside and in three cases orders were sustained in part and set aside in part. Speaking of the functions of the commission, Mr. Smith went on to say: "If a rate exceeds a reasonable maximum rate, the commission reduces it. If it is less than a reasonable minimum, the commission increases it. If it is unjustly discriminatory, or unduly prejudicial, the commission removes the discrimination or prejudice. If unlawful rates resulted in damages in the past, the commission awarded damages. If carriers propose to increase or reduce their rates, the commission has the power to suspend such changes, pending a determination of their lawfulness. There is no wrong that carriers can impose upon shippers, for which no remedy exists under the interstate commerce act.

Despite the fact that rate-making standards constitute the heart of the act, Mr. Smith said, the Department of Justice insists that these standards are for the guidance of the commission only, and that railroads may not, under the anti-trust laws, collectively consider whether a proposed rate which may affect all railroads and all shippers in a given region or in several regions is reasonable or discriminatory.

"But the standards which control the commission in determining what are lawful rates, are the standards which the carriers themselves, to the best of their ability, must follow when they initiate rates," he went on. "The initiation of rates by carriers under these standards is an integral part of the rate-making procedure contemplated by the act. Regulation does not begin with the commission. Congress intended it should begin with the carriers when they initiate rates. Otherwise the establishment of rates by carriers would be an invitation to litigation, and burden on shippers and the commission.

"The department apparently contemplates unrestrained and unbridled competition, something which the commission has opposed for almost 60 years. It further contends that there is a zone of reasonableness between a reasonable maximum rate and a reasonable minimum rate, and that within this zone the standard of the department shall control. But the declaration of national transportation policy is specifically directed, among other things, to the establishment not of competitive charges, but of 'reasonable charges, without unjust discriminations, undue preferences, or unfair or destructive competitive practices.' This policy is to be administered by the commission, not the department."

#### C. of Ga. Concerned Over Crossing Casualties

Figures on grade crossing accidents in 1945, compiled by the Central of Georgia with respect to its own lines, seem to point to disregard for the law of self preservation and for the state laws requiring highway travelers to come to a full stop at such crossings. According to a C. of Ga. bulletin, during 1945 there were 171 grade crossing accidents on the Central of Georgia, an increase of 55 over 1944, or 47 per cent. They resulted in 10 deaths and 73 injuries—a toll avoidable by the exercise of caution.

To date, the current year has shown no improvement. "On the contrary, grade crossing accidents for the first half of January, 1946, number 17, or a rate which, if continued, will reach 408 for the year."

#### Passenger Traffic Officers to Hold Meeting at Chicago

With a list of prominent speakers scheduled and the presentation and discussion of several important committee matters to take place, a two-day meeting of the American Association of Passenger Officers will be held on February 14 and 15 at the Edgewater Beach hotel in Chicago. After the meeting is called to order by President Frank L. Jenkins, general passenger traffic manager of the Southern, Mayor Edward J. Kelly will deliver the address of welcome.

The list of speakers has not yet been completed, but B. D. Branch, secretary of the association, has announced that those who address the meeting will be leaders in their respective fields and will speak on subjects of deep interest to the delegates. Among the subjects which will be presented by the committees are the following: "Post-War Effects on Rail Passenger Traffic", "Relationship—Passenger Service

to Freight Traffic", "Publicity and Advertising", "Public Relations Training for Employees", and "Peace-time Standards of Passenger Transportation". J. V. B. Duer, assistant to the vice-president of the Pennsylvania, will speak on "Motive Power—Steam—Electric—Diesel."

#### G. M. & O. Train Time Cut By New Diesel Locomotives

The running time of the Gulf, Mobile & Ohio's streamliner train, the "Rebel," operating between St. Louis, Mo., and Mobile, Ala., has been cut one hour as the result of the acquisition of two new 4,000-hp. Diesel-electric locomotives. Effective March 16, the southbound Rebel will make the run in 16 hours, while on the northbound run a full hour will be saved.

#### **Monon Gets Three New Managers**

Federal Judge Michael L. Igoe at Chicago has named three prominent business leaders as reorganization managers for the Chicago, Indianapolis & Louisville. They are John W. Barriger, III, manager of the Diesel-electric locomotive division of Fairbanks, Morse & Co.; John E. Dwyer, vice-president of Otis & Co.; and Arthur T. Leonard, vice-president of the City National Bank & Trust Co., all of Chicago.

Coincident with the appointments it was learned that a motion recently presented to the court to stay reorganization proceedings pending outcome of remedial bankruptcy legislation by Congress, was withdrawn by consent of all interested parties.

#### P. R. R. Seeks to Improve Dining Car Service

Handicapped by the fact that many members of its pre-war force are still serving in the armed forces, the Pennsylvania has undertaken a vigorous program of retraining and reeducating its dining car employees in its efforts to restore service to the pre-war level.

Says J. F. Finnegan, general superintendent of the department, "Every steward, chef, cook and waiter is being put through intensive refresher courses . . . lectures by supervisors of service stressing courtesy, tact, deference and alacrity . . . As the strain begins to relax, we are confident that the effects of the intensive refresher and retraining courses will be increasingly apparent, and eventually we expect to attain higher standards of service than ever before."

#### Jersey Central Drawbridge Is Wrecked by Steamer

The Central of New Jersey's (Newark-New Yert: branch) drawbridge over the Hackensack river was wrecked February 3 when a 10,500-ton coal steamer crashed into the structure, apparently as a result of a mix-up in signals with a tug towing a barge. The draw-span was open at the time of the accident. Two fixed spans of the 1,467-100t steel bridge were torn loose and thrown into the river.

The line involved is important in the transportation of workers to and from industrial plants in the area. Direct through service has been suspended between New-

ark and Jersey City, but morning and evening trains are run between Newark and Kearny (on the west bank of the Hackensack river), and similar service is being maintained between Jersey City and West Side avenue terminal, Jersey City (on the east side of the river).

How long the bridge will be out of use will depend upon the road's ability to get steel for reconstruction, but the company estimates that at least three months will be required for restoration once the steel is procured.

#### Eksergian Becomes Franklin Institute Consultant

Dr. Rupen Eksergian, chief consulting engineer of the Edward G. Budd Manufacturing Company, has been named also senior consultant to the executive director of the Franklin Institute Laboratories (for industrial research) at Philadelphia, Pa. George S. Hoell, formerly machine designer for the Budd Company, has been named director of the Franklin Institute's division of mechanical engineering.

#### December Truck Traffic

Motor carriers reporting to American Trucking Associations, Inc., transported during December, 1945, 1,674,945 tons of freight, a decrease of 9.7 per cent below the 1,855,194 tons transported in November and a drop of 12.2 per cent below the December, 1944, total of 1,906,895 tons. The A. T. A. index number, based on the 1938-1940 average monthly tonnage of the reporting carriers, was 148.2 for December.

porting carriers, was 148.2 for December. The foregoing figures, according to the A. T. A. statement, are based on reports from 228 carriers in the 48 states. Truckers in the Eastern district reported tonnage decreases of 9.3 per cent under November and 11.6 per cent under December, 1944. In the Southern region the decrease under November was 8.2 per cent, while the drop below December, 1944, was 18.4 per cent. Decreases in the Western district averaged 11.1 per cent below November and 10.5 per cent below December, 1944.

#### Railroads Not Hit in N. Y. Harbor Strike

The strike called in New York Harbor on February 4 by the United Marine Division, International Longshoremen's Association, A. F. L., has had little effect on the railroads, although it has paralyzed transportation by water of most freight not in the nature of direct rail-haul traffic in the New York harbor area. Most of the railroads handle the bulk of their traffic with their own towing facilities, and the operation of their tugs is not curtailed by the union walkout. The only hindrance to railroad service encountered in the early days of the strike arose in a few cases where individual railroads have contracted with outside agents (now on strike) for the haulage of certain commodities, instead of moving them in railroad-operated equip-

On February 6 the 91 New York harbor towing companies whose employees are on strike were taken over by the Office of Defense Transportation, under an order issued by President Truman. O. D. T.

Director J. Monroe Johnson named L. C. Turner, director of the O. D. T. waterways transport department, as federal manager of the seized properties. After the seizure, the members of the striking union voted to continue their strike and the O. D. T. had called upon the Army and Navy "to furnish any protection, equipment or man-power necessary to accomplish the purposes of the order" (i. e., to restore tug service in New York harbor).

#### Freight Car Loadings

Carloading reports were so delayed this week that the Association of American Railroads had not announced the total for the week ended February 2 when this issue went to press.

Loading of revenue freight for the week ended January 26 totaled 709,130 cars, and the summary for that week as compiled by the Car Service Division. A. A. R. follows:

#### Revenue Freight Car Loading

Ended Sat	urday, Jani	uary 26
1946	1945	1944
138,640 127,464 57,059 123,781 80,005 122,621 59,560	138,459 157,267 55,783 123,205 84,944 125,737 74,230	161,135 177,624 56,991 127,137 89,795 125,502 72,706
262,186	284,911	288,003
709,130	759,625	810,890
53,868 14,940 184,046 7,445 35,589 6,078 116,811 290,353	43,756 14,608 165,449 14,392 40,772 11,629 96,438 372,581	55,815 15,233 185,546 15,870 44,613 15,154 102,690 375,969
709,130 749,475 772,558 652,457	759,625 777.572 783,060 683,398 506,151	810,890 798,650 779,531 769,629 584,876
	1946 138,640 127,464 57,059 123,781 80,005 122,621 59,560 262,186 709,130 53,868 14,940 184,046 7,445 35,589 6,078 116,811 290,353 709,130 749,475 772,558 652,457	138,640 138,459 127,464 157,267 57,059 55,783 123,781 123,205 80,005 84,944 122,621 125,737 59,560 74,230  262,186 284,911 709,130 759,625  53,868 43,756 14,940 14,608 184,046 165,449 7,445 14,392 35,589 40,772 6,078 11,629 116,811 96,438 290,353 372,581  709,130 759,625 749,475 777,572 772,558 783,060 652,457 683,398

Cumulative total, 4 weeks . . . . 2,883,620 3,003,655 3,158,700

In Canada.—Carloadings for the week ended January 26 totaled 66,525 as compared with 67,912 for the previous week and 65,782 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Totals for	Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
January January	26, 1946 27, 1945	66,525 65,782	34,344 35,345
	Totals for 26, 1946 27, 1945	Canada: 254,655 247,178	131,135 130,939

#### "I Worked on the Erie" Club

Some 825 business and professional men are now members of the "I Worked on the Erie" Club—and its membership is still growing. Without dues or meetings, the organization was conceived when the Erie management realized that a great many business people throughout the United States had at one time been associated with the Erie. Many of these former employees took pleasure and pride in referring to their employment with the Erie—so President Robert E. Woodruff organized the new club.

As Erie officers learn of a potential can-

didate who is entitled to membership, his name is submitted and his service record checked in the personal record office. A certificate of membership, about the size of a railroad pass, is presented to the member with his name and last occupation with the Erie printed in blue letters. The card is signed personally by Mr. Woodruff.

The membership includes many men still active in railroad work on other lines, some who have gone into the traffic departments of industries, and still others who have left the railroads entirely for other fields. Included in the membership are twenty presidents of industrial concerns and seven presidents or former presidents of other railroads.

#### First 19 Chinese Railway Men Complete Training Program

The first 19 of the 229 Chinese railway engineering and operating officers who have been undergoing a 1-year training course in American railway practices completed their training last week with a series of lectures in Washington, D. C., and an inspection of rail facilities in the New York area. Their early return to China has been arranged for, and it is expected that the other members of the group will follow from time to time as their period of training is completed until the last are "graduated" in September.

The 19 whose training period is finished came from various Chinese railroads and were assigned to six western roads, the Illinois Central, Great Northern, Union Pacific, Southern Pacific, Chicago, Burlington & Quincy and Chicago, Milwaukee, St. Paul & Pacific. A report of their arrival in this country appeared in Railway Age of March 10,, 1945, page 465, along with an outline of the arrangements under which their training was administered by the International Training Administration, a non-profit corporation performing similar functions in connection with various industries and trainees from different countries.

The talks on American railway conditions and methods that concluded the training of the first 19 Chinese railway men were made by a group of Association of American Railroads officers, including Robert S. Henry, assistant to president, W. C. Kendall, chairman, and L. M. Betts, vice-chairman of the Car Service Division, and L. E. Dale, transportation engineer and secretary of the railroad committee supervising the training program. Frank Perrin, assistant director, car service, of the Railway Transport Department of the Office of Defense Transportation, also was among the speakers.

Members of the Chinese group explained that the Chinese government has set up a 10-year plan of railway development under which it hopes to double the 20,000 miles of railroad existing in that country before large portions of it were devastated by war.

#### Produce By Air

Florida fruits and vegetables could be sold in New York retail stores twenty-four hours after harvesting if air freight were employed, according to a report prepared by the United States Department of Agri-

culture and the Edward S. Evans Research, in collaboration with the University of Florida. The report, entitled "Florida's Production of Agricultural Perishables in Relation to the Development of Air Freight," discusses some of the advantages and difficulties which might be encountered in carrying these commodities by air.

The produce considered best suited to air transport includes vine-ripened tomatoes, strawberries, sweet corn; lima beans, spinach, lettuce, cauliflower, and English peas. A large tonnage in these commodities might be expected from November through June, the report states. However, it is considered possible that, if air freight rates continue at their present high level, the only produce which could be shipped profitably by air would be lychees, loquats, sapodillas and other specialty items which have not been shipped in appreciable quantity heretofore. Little hope is held out for the shipment of the standard citrus fruits by air, though it is suggested that fresh orange juice might be flown to northern cities for morning doorway delivery.

#### Deficit Soars on New Zealand Government Railways

The annual report of the government-owned New Zealand Railways for the year ended March 31, 1945, shows a gross operating revenue of £12,448,307, as compared with £13,464,979 for the previous year (current exchange approximately \$4.03 per pound). Operating expenses for the year ended March 31, 1945, were £11,696,895; and for the year ended March 31, 1944, £11,395,917; giving operating ratios for the two years of 94 per cent and 84 per cent, respectively. The deficit after interest charges was £1,642,926 for 1945, and £197,754 for 1944.

On March 31, 1945, the New Zealand Railways operated 3,504 miles of line, with an average capital investment of £20,364 per mile. During the year ended last March 31 they carried 32,994,529 passengers, and 8,954,239 long tons of freight. No passenger-mileage or freight ton-mileage data were given in the report. The New Zealand Railways operate 638 locomotives, 1,504 passenger cars, and 31,543 freight cars; and employ 24,002 persons.

#### Schwietert to Head Mid-West Shippers Advisory Board

The 22nd annual and 73rd regular meeting of the Mid-West Shippers Advisory Board was held at the Palmer House in Chicago on January 31 and the following officers were elected for the year 1946: General chairman, A. H. Schwietert, traffic director of the Chicago Association of Commerce, Chicago; alternate general chairman, Clayton F. Devine, traffic director of the Silica Sand Traffic Association of Illinois, Chicago, and general secretary, George H. Cummins, traffic commissioner of the Chamber of Commerce, Des Moines, Iowa. C. B. Clark continues as field secretary, with headquarters at Chicago.

Speakers who attended the one-day session and their subjects were as follows: C. A. Lahey, vice-president of the Quaker Oats Company, Chicago, "Preservations of the Functions of Shippers Advisory Boards"; Sidney Anderson, vice-president of General Mills, Inc., Minneapolis, and president of the Transportation Association of America, "Where Do We Go From Here," and L. M. Betts, manager, railroad relations section of the Association of American Railroads, "National Transportation Conditions."

Figures released by the board disclose that the estimated total of freight car loadings for the first quarter of 1946 would be 3.5 per cent less than for the same period of last year. The total carloadings for the first quarter of 1945 were listed at 888,840, as against 858,395 estimated for the same period this year.

The next meeting of the Mid-West Shippers Advisory Board will be held in Chicago on April 22 and 23.

#### Insists on Closer Check on Cars with Auto Loaders

Railroads have been advised by Chairman W. C. Kendall of the Car Service Division of the Association of American Railroads that there have been numerous vigorous protests from automobile plants about the placing of empty box cars in which the automobile loading devices are defective. "Not only do the automobile plants call attention to the personal injury hazard to their employees," he said, but they point out that the railroads "are losing considerable revenue due to outright rejection of a large number of cars with defective devices and resultant diversion of the vehicles to drive-away."

Carriers were urged to take prompt action that will either eliminate or greatly minimize the placing of defective equipment of this nature, and also to exercise care in the selection of cars fitted with loading devices to be applied on orders from connections for return loading to insure that only properly inspected and conditioned equipment is supplied. This advice followed letters to the railroads last year from V. R. Hawthorne, executive vicechairman of the A. A. R. Mechanical Division, emphasizing the importance of thorough inspection and repair of such cars and suggesting an inspection routine to be followed.

Mr. Kendall again stressed the importance of close observation of Car Service Division regulations governing the handling of empty cars fitted with automobile loading devices, so that the owning roads can expedite programs for conditioning this equipment to meet the expected early resumption of large-scale automobile production.

## Norris Expects Great Things in the South

The South can look forward to a period when it will afford "unlimited opportunity for all," if its citizens have the vision and courage to work together. Such was the message of E. E. Norris, president of the Southern, in a January 29 address to the Winston-Salem, N. C., Traffic Club.

"Our industrial production increased 700 per cent in value from 1900 to 1939, as compared to a 366 per cent increase for all the

rest of the United States," the speaker continued. "In 1900, we made slightly less than 12 per cent of the nation's furniture. By 1939, we were making 25 per cent. Our mineral output in 1944 was valued at 48 per cent of the national total; whereas in 1900 it was only seven per cent."

Mr. Norris continued with other statistical measures, indicating a more rapid increase in industrial, agricultural and financial progress in the South than in the country as a whole, and then proceeded to reveal what his company had done and was doing to help this progress along. Foremost in such efforts, he cited the S. R.'s extensive advertising program, which does not aim to "sell" the railroad or its service but, instead, to merchandise the attractions of the South. In the past three years, he reported, the Southern has inserted 54 advertisements in this series in a total of 31 publications with a combined circulation of nearly 52 million.

Mr. Norris went on to explain that this advertising program constituted only a part of the railway's program to promote the interests of its territory. Other efforts along this line include the work of the S. R.'s industrial development department and its superior and reliable transportation service. The speaker closed his address with an admonition to the South not to look entirely to outsiders to provide its growth by moving into that favored spot—but also to develop its own resources with local capital and enterprise.

#### Plans for Assisting Disabled Veterans Traveling by Rail

Cooperative arrangements for necessary assistance to disabled and wounded service men and veterans traveling by rail are outlined in a letter sent last week to all railroads by J. J. Pelley, president of the Association of American Railroads, and distributed by the medical, transportation and military police branches of the Army, Navy, Marine Corps and Coast Guard, and by the Veterans Administration.

According to Mr. Pelley, the arrangements set up contemplate that the military agencies will give the railroads advance notice of such travelers, in cases where that is necessary, and in other cases will advise disabled men needing assistance to make their presence and needs known to designated railroad authorities, or to military police and shore patrolmen on duty at railroad stations or on trains. Both railroad personnel and the cooperating military personnel, he said, are to be advised of the special consideration to be extended to such pasengers, in passage through train gates, assistance in obtaining seats on trains, and passage to and from dining cars.

Mr. Pelley called attention to the arrangement already in effect in Washington, D. C., whereby military hospital authorities contact the stationmaster at Union Station before disabled men start to the station in groups, and make definite plans for their reception and handling, where that is necessary, while in individual cases men are instructed to contact the station master's office immediately upon arrival at the station for help and assistance. In addition, announcement is made over the station loud-speaker system, in advance of the loading of trains, that wounded and disabled

veterans will receive assistance upon reporting to the station master or to any of the gatemen, ushers, military police or shore patrolmen on duty.

Mr. Pelley's letter also revealed that the need for some such arrangements as those outlined was brought to the attention of the interested government agencies and the railroads by incidents during the year-end holiday travel rush, "including one case in Washington in which a disabled veteran was run down by passengers rushing for seats on trains and had his leg broken."

#### Railways and Unions Name Arbitrators

The carrier and union representatives of the 18 railway unions that have agreed to arbitrate their wage differences, meeting in Chicago on January 31, announced the following members of the arbitration boards which are to settle their dispute.

For the operating group, R. W. Brown, Philadelphia, Pa., president of the Reading, representing the carriers; and Carl J. Goff, Cleveland, Ohio, assistant president of the Brotherhood of Locomotive Firemen & Enginemen, representing the employees. These men are to choose a neutral arbitrator to complete the three-man arbitration board.

For the non-operating unions case, Ralph Budd, Chicago, president of the Chicago, Burlington & Quincy, and J. Carter Fort, Washington, D. C., vice-president, law department, Association of American Railroads, will represent the railways, while E. E. Milliman, Detroit, president of the Brotherhood of Maintenance of Way employees, and Felix H. Knight, Kansas City, Mo., president of the Brotherhood of Railway Carmen of America, will represent the unions. These four men will select two neutral members to complete the six-man arbitration panel.

In the event that the representatives of management and employees of either board are unable to agree on the neutral members of their respective boards, the additional arbitrators will be selected by the National Mediation Board.

#### Transport Assn. V-P Sees Nationalization Danger

Transportation investigations now pending in both houses of Congress are faced with the difficult task of finding a formula that will permit continued existence of transport as private enterprise, Edward A. Moree, vice-president of the Transportation Association of America, declared in a New York address on February 7.

"Nationalization of transportation is not now a popular issue in this country," the speaker said. "However, financial collapse of a large part of our transportation agencies as a result of a depression or of present competitive practices, would be an argument for nationalization and potent political capital in a left-wing campaign. A dominant labor government here, backed by 10,000,000 votes of transport employees and their families, and armed with control of the nation's largest single unit of purchasing power, could put all industry over the dam faster than you can say Karl Marx!

"The seriousness of the problem is revealed in the fact that during the peace-

THE TO VETOCATION

time years between 1925 and 1942, 23 of the 137 Class I railroads handled 81 per cent, on the average, of all of the nation's tonnage. There is no reason to expect that after the period of conversion to peacetime, the situation will be much different than it was before the war. This means that 114 Class I roads must exist, in a peace-time economy, on 19 per cent of the ton-miles.

"If the sources of private capital dry up because of low return on investment, the recourse will be government operation."

As part of the remedy, Mr. Moree said that the Transportation Association recommends that government capital invested in waterways, airways and highways—which is not taxed and needs earn no return—supplement, rather than compete with, private capital, which is taxed and must earn a return.

The Association recommends that common carriers be permitted to reorganize, gradually, into competitive transportation companies, each empowered, under regulation, to use any type of facility providing efficient services at lowest possible costs. Voluntary consolidations of present transportation agencies, in the opinion of the Association, should be facilitated by every appropriate means and regulation and promotion of all common carriers should be centralized in a single independent agency, responsible only to Congress.

#### Erie Issues Good-Humored Pamphlet on Courtesy

"It's the Men Who Make the Erie" is a cartoon-illustrated booklet to foster friendly treatment of the public by employees, which the Erie is distributing to its personnel. The text of the publication explains that the economic importance of the Erie will not keep it in a popular position with the public if the service is rendered in a discourteous manner. The booklet amuses the reader while it imparts to him an understanding that a friendly attitude toward customers can do a great deal toward improving the Erie's position, not only with actual patrons but with the public generally; which will mean prosperity and added security for all who are in any way connected with the Erie.

#### Soldier-Railroaders Praised by General Gray

Major General Carl R. Gray, Jr., director general of military railway service, transportation corps, and who is now on terminal leave pending his return to civilian life, paid tribute to the 26,000 railroad men who were members of the Transportation Corps, in an address before the Western Railway Club of Chicago, at the Sherman Hotel in Chicago on February 4, and attended by more than 1,100 members and guests. These men, General Gray declared, moved prodigious amounts of freight over impossible railroads and, until the receipt of modern American locomotives, with power that would have been relegated to the scrap heap in this country 40 years ago.

In giving some of the reasons why the men of the military railway service were outstandingly successful in accomplishing their task, General Gray acclaimed their heroism and willingness to carry-on under intense fire and bombardment, even when outside their normal line of duty, citing numerous instances during which clerks, telegraph operators and others voluntarily manned switch engines to move cars of explosives and inflammables away from other cars that had been damaged by enemy action. He also mentioned the long hours on duty frequently required of train crews in moving material forward into battle Another invaluable factor in the organization's success, the general said, was the previous knowledge of railroading gained at home as a result of years of experience on domestic railroads. Each of the 1,161 railroad men who served the M. R. S. as officers were stated to have had an average of 11.98 years of experience in American railroading, while the average for the 24,374 enlisted men was 2.64 years.

General Gray also praised those who planned the work of the M. R. S. Prior to the North African invasion, he revealed, a large group of men, members of the M.R.S. and other experts, were engaged in the preparation of seven railway reports together with railroad maps of various nations in which it was expected the service would be required to operate. So accurately and thoroughly did these men do thei work, that when the invasion of France took place and the subsequent over-running of Germany followed, the M. R. S. had a detailed map over 40 ft. in length which was so well drawn that not once in the movement of the vast amounts of supplies to the front did a question of the available rail facilities to a given area arise that could not be answered promptly and in full, accurate detail. It was good advance planning also, the general said, that led to the establishment of car and locomotive erecting shops adjacent to the principal supply port so that as fast as new cars were built (125 per day was the average after the invasion of France) they could be loaded on the spot and not lose precious days or waste valuable engine and manhours being hauled empty to points where needed.

As examples of the difficulties encountered in railroading on a world-wide scale, General Gray recited the first two calls for aid that were turned over to the M. R. S. One concerned the operation of the White Pass & Yukon where soldierrailroaders encountered temperatures as low as 80 deg. below zero. While operating that line the general was called back to Washington, D. C., and two weeks later plans for the operation of railways in Iran had been completed, demanding men who could railroad in a land where maximum temperatures reached 150 deg. Concerning that latter operation General Gray declared that Marshal Zhukov would not have reached Berlin but for American railroaders in Iran. Due to the world-wide nature of the military operations, American troops operated railways in Alaska, Yukon Territory, Morocco, Algeria, Tunisia, Sicily, Corsica, Sardinia, Italy, France, Luxem-Austria, Germany, Holland, Belgium, Lichtenstein, Iran, India, Burma and Luzon, P. I. In addition they aided in operations in Egypt and England.

In many areas where they took over, the

men of the M. R. S., by instituting American operating methods and by providing modern, efficient power, accomplished what the peace-time operators of some of these lines considered impossible. In one example given by the general, the service took over a 300-mile metre-gage line, over which the former operators could haul only four 250-ton trains per day. Within 24 hours after taking over and inaugurating American operating rules and practices, 12 trains were moving in each direction.

General Gray also praised the ingenuity of the railroad men who made up the M. R. S. for their abilities in restoring tracks even after every rail had been blasted in two by the retreating Germans and in salvaging usable parts of numerous locomotives and cars to manufacture rolling stock from what appeared at first glance to be only useless scrap.

At the conclusion of General Gray's address, a signal corps film entitled "Railroaders Always" and depicting the activities of the M. R. S. in all theaters was shown,

## Two Pickets Killed, Three Injured on T. P. & W.

Two striking employees of the Toledo, Peoria & Western were shot and killed and three others were wounded at Gridley, Ill., on February 6 when three auto-loads of pickets attempted to interfere with the operation of a freight train. This was the first freight train to be operated on the Eastern division of the railway since the strike started last October 1.

The train was accompanied by armed guards who were attempting to throw a switch at Gridley, 40 miles east of Peoria, when they were approached by the pickets. The two pickets killed were a former locomotive engineman and a timekeeper and those injured were a former machinist, a former switchman and a former fireman.

Four of the guards who are alleged to have fired the fatal shots were being held in jail on open charges, as this issue went to press. W. C. Keiser, of Topeka, Kans., vice-president of the Brotherhood of Losomotive Firemen and Enginemen, who was at Peoria at the time, stated that he would demand that the four guards and George P. McNear, Jr., president of the railway, be charged with first degree murder.

bdd

th the si hi th

m pl the sic of als plate the star as tag fun ob, ago

Rai

President McNear wired to Governor Dwight Green of Illinois, calling attention to the fact that he had asked for protection from the state on December 22 and had asked the governor further to call out the state militia on January 28 and that both requests had been refused. He strongly reiterated his request that the state militia be called out to protect the operation of the railway.

#### Club Meetings

The Car Department Association of St. Louis will meet February 19, 8 p.m., at the DeSoto Hotel, St. Louis. F. J. Holsinger, general wheel shop foreman of the Illinois Central, will present a paper entitled "Wheels." A special feature of the meeting will be a discussion of "Use, Abuse and Servicing of Evans Auto Loading Devices" by F. T. Tate, car inspector of the St. L.-S. F.

## With the Government Agencies

#### One Social Benefit Plan for All Urged

Separate railroad system makes for complications, says House staff study

If a special federal "social security" system for railroad employees is retained, the problems of providing "basic social protection" appear to be incapable of feasible solution unless this system is made supplementary to the general system. This is the conclusion of the 6-man "social security technical staff" to which the House ways and means committee early in 1945 assigned the task of reviewing the state of government arrangements for old age and survivors insurance, unemployment compensation, and public assistance to aid its appraisal of a large number of proposals for legislation changing the existing system.

R.R. Employees a Separate Class-The results of this staff investigation have been collected in a 742-page report for the committee's consideration. In its analysis of the existing railroad retirement statutes, the staff points out that the railroad retirement plan is unique in being federal legislation to provide benefits for the employees of a particular industry—these benefits being calculated in a different manner and being made available under different conditions than are provided for all other industrial employees through old age and survivors insurance.

The railroad plan is, like the federal civil service retirement provisions, essentially a "staff pension plan," the study observes. "With the exception of the favor shown to the lower paid employees it does not have the characteristics of a social benefit plan." For short-service employees who retire after a few years it affords "less than subsistence benefits," but it furnishes "much higher benefits" to long-service workers than the old age and survivors insurance phase of the general federal social security

"The railroad plan has undertaken to meet two separate needs," the report ex-"The railroad industry needs, and the nation needs for them, strong staff pension arrangements to maintain the efficiency of transportation services. Certainly it is also of national value that social benefit plans shall apply to railroad workers and their families." But a "more satisfactory" staff pension plan for railroad employees can be worked out, and the social benefit aspects can be handled to greater advantage, it is suggested, if the social benefit function is separated from "staff pension" objectives" and unified with the general old age and security insurance system.

Referring to proposals now before Congress to amend and enlarge the scope of the

Railroad Retirement and Railroad Unemployment Insurance acts, the study remarks that "the complication" of such efforts to add survivors' benefits to the railroad plan is the best evidence of complications in attempting to fully achieve social objec-

R.R. Plan Criticized-Analyzing the railroad measures in more detail, the report observes that "at present the railroad plan furnishes no monthly benefit to survivors other than the elective joint and survivors annuity. In this respect it is distinctly weak from the standpoint of social benefits. There are no provisions for coordination" between it and the general social security set-up, that is, for retaining the coverage accumulated under one system when an employee shifts to work where he is covered by the other. The degree of overlapping will grow, it suggests, as more and more people work temporarily for the railroads and then shift to other employments.

The legislation proposed to amend the railroad acts recognizes this situation and proposes to provide for coordination between the railroad plan and general "social security", insofar as survivors' benefits are concerned, but "the complications anticipated by this bill show clearly at once the need for coordination between the plans and the extreme difficulty of working out such coordination so long as the two plans operate side by side, each undertaking to cover the social benefit problem." the matter of exact accounting between the social security system and the railroad system under this proposed arrangement, the report points out that "it would take pages to outline the provisions of pending legislation to keep this accounting straight and more pages to discuss the appropriateness of these provisions and the administrative difficulties that would be met in operating

Proposed Changes Disapproved-Moreover, the study continues, the pending legislation would make no headway in coordinating old age benefits, as there is no provision to avoid loss of or decrease in benefits where an individual shifts from industry to railroad service, "nor is there any suggestion to avoid capricious retirement benefits for those who qualify under both plans." The importance of the "surprising amount" of shifting in the over-all "benefit" situation is indicated in figures showing that about 45 per cent of the persons who had worked for the railroads between 1937 and 1943, inclusive, had left their employ, at least temporarily, by the end of 1942 while about 40 per cent of those employed in 1943 were newcomers of that year. And more than three times as many people now have "wage credits" under both the railroad and general social security systems as were employed by the railroads at the end of

Rather than adding complications to the (Continued on page 337)

#### **Army Freight Charges** Found to Be Excessive

Budget Bureau's investigating committee recommends closer check

Establishment within the War Department of a more or less autonomous branch with functions related solely to studies of freight rates, rate negotiations with the carriers, and formal rate proceedings has been recommended by the special committee which conducted, for the Bureau of the Budget, an investigation into transportation charges paid by the department. The special committee, consisting of W. B. Hammer, chairman of the Board of Suspension, Interstate Commerce Commission, and Charles E. Bell and Emory B. Ussery of the firm of Bell & Ussery, found generally that the federal government "has not only paid excessive charges in a stupendous amount before and since Pearl Harbor, but is still paying such excess charges on presently moving traffic and will continue to pay them until appropriate action is taken to remedy the situation."

Chairman Wheeler of the Senate committee on interstate commerce, at whose suggestion the investigation was undertaken, made public a summary of the special committee's findings last week, saying at the same time that he intended "to introduce legislation to 'remedy the situation.' Mr. Wheeler suggested the investigation to Director Harold D. Smith of the Bureau of the Budget in a December 12, 1944, letter which cited charges with respect to the matter that had been made at Senate interstate commerce committee hearings on a then-pending bill to abolish land-grant

Childe's Testimony-As noted in the Railway Age of December 23, 1944, the senator's citations were from testimony presented by C. E. Childe, former member of the defunct Board of Investigation and Research, and W. G. Bohnstengel, a General Accounting Office rate examiner, who opposed the bill "as a taxpayer in the interest of the people of my own community and in my own interest." Among other charges, the testimony cited by Senator Wheeler told of an alleged case wherein poultry wire, which was to be used in making camouflage nets, was billed as "camouflage nets" at a rate "100 per cent higher" than the poultry-wire rate.

The cited testimony also called the matter of reductions in government freight rates "a virgin field practically," and sug-"somebody in government gested that ought to look after these things." In the latter connection it was said more specifically that Congress should consider the

(Continued on page 339)

#### \$112,000,000 Sought For River Projects

#### Fiscal 1947 program includes another \$15,000,000 for Florida barge canal

Expenditure of another \$15,000,000 on the Florida Barge Canal is contemplated in the rivers and harbors program for which a total of \$112,883,250 is provided in the War Department Civil Functions Appropriation Bill for the fiscal year ending June 30, 1947. The bill was reported to the House from its committee on ap-

propriations on February 6.

The appropriation proposed by the committee is \$7,803,250 less than the \$120,-686,500 recommended by the Bureau of the Budget. Five million dollars of this cut came off the amount proposed to be expended on the Florida canal, the budget estimate having contemplated an allocation of \$20,000,000 for that purpose. In its presentation to the Bureau of the Budget, the War Department's Corps of Engineers had included \$30,000,000 for the canal.

What the Money Is For—For the current fiscal year ending June 30, 1946, appropriations for rivers and harbors work have totaled \$76,528,600. The \$112,883,250 carried in the bill includes \$42,776,250 for new work, \$2,235,500 for advance planning on 20 projects, and \$67,871,500 for maintenance and operation of existing works (including \$8,000,000 for the construction of a seagoing hopper dredge, primarily for use in New York harbor. The bill also carries \$2,900,000, the

The bill also carries \$2,900,000, the amount recommended by the Bureau of the Budget, to cover the federal government's share of the cost of altering bridges over navigable waters. As noted in the Railway Age of January 26, page 252, where the budget estimates were reported, this appropriation is designed to meet the requirements of the so-called bridge bill enacted in June, 1940, to provide in effect that the government would thereafter pay for altering railroad bridges required to be rebuilt in connection with waterway improvements—except such costs as resulted in benefits to railroads involved.

In addition to that on the Florida canal, the new work planned for fiscal 1947 involves 20 projects, including the following: St. Marys river, Mich., \$4,611,250; New York and New Jersey channels, \$3,634,000; Mississippi river between the Ohio and Missouri, \$3,500,000; Missouri river, Kansas City, Mo., to Sioux City, Jowa, \$2,500,000; Gulf Intracoastal waterway between Apalachee bay, Fla., and the Mexican border (Galveston district), \$2,030,000; New York harbor, \$1,510,000; Neches and Angelina rivers, Tex., \$1,500,000; Missouri

river, mouth to Kansas City, \$1,500,000. Upon making its report to the House the committee released the record of last month's hearings on the bill before one of its subcommittee. There Lieutenant General R. A. Wheeler, chief of engineers of the Army, not only defended the budget estimates but assured the committee that his corps "could advantageously expend a much larger sum." The general believes that "if the country is to meet the desired goal of full peacetime production, an enlarged river and harbor program should

be undertaken." He had previously stated that the estimated amount required to be appropriated for completion of all rivers and harbors projects authorized by Congress is about \$623,000,000.

Florida Canal Cost Rises-General Wheeler spent much of his time before the subcommittee defending the proposed expenditure on the Florida canal, which was assailed by Representative Engel, Republican of Michigan, and defended by Representative Hendricks, Democrat of Florida. This discussion revealed that the cost of the project (now set up as a barge canal 12 feet in depth) was originally estimated at \$44,000,000, but is now put at \$72,483,000. Nevertheless, General Wheeler insisted that such an expenditure was justified, for he believed that the "protected route" of which the canal would become a link "will be used more and more as the big companies adapt their equipment to fit the dimensions of those canals."

It developed later that the general expects that much of the traffic on the canal would be petroleum and petroleum products handled by fleets of oil companies which, he said, would find advantages in the use of shallow-draft craft. And he was not impressed when Representative Engel called his attention to statements to the effect that oil companies would not use the canal, which were made by Ralph K. Davies, deputy administrator, Petroleum Administrator for War, and former vice-president of the Standard Oil Company of California. As General Wheeler put it, the growth of traffic on the waterways "is inexorable; nobody can stop it."

No Bargain for Taxpayers—Thus he believes that the Florida canal will attract "several times" as much tonnage annually as the 340,000 tons estimated in a 1942 report of the Army engineers. Meanwhile, however, Representative Engel took the figure of 340,000 tons and calculated that the interest charges on the amount required to build the canal would amount to around \$9 a ton. It was also brought out that some \$6,300,000 has already been spent on the canal—\$5,000,000 of relief funds allocated by the late President Roosevelt and spent on beginnings of the ship canal of 33-ft. depth originally projected, and \$1,300,000 for surveys on the barge canal.

In his undertaking to offset the record made by Mr. Engel's questioning, Representative Hendricks led General Wheeler into a line of testimony which, among other things, set up the Florida canal as the "connecting link" between the Atlantic and Gulf intracoastal waterways on which \$166,000,000 has already been spent. The general agreed with Mr. Hendricks' view that the government would be justified in spending \$72,000,000 on the canal "to connect this great system of waterways and to give the people full value for all of the

money that we have spent."

#### F. P. Douglass Reappointed to National Mediation Board

The Senate on February 6 confirmed President Truman's reappointment of Frank P. Douglass to membership on the National Mediation Board for a three-year term ending February 1, 1949. The reappointment went to the Senate on January 31 and it was reported favorably from the committee on interstate commerce on February 5.

#### Compulsory Blocking Suggested by I.C.C.

Serves "show cause" order on S. A. L. in move toward greater protection

The Interstate Commerce Commission has served on the Seaboard Air Line an order to show cause why that road should not be required, on all of its lines where a speed of 50 m.p.h. or more is authorized, either to revise existing block signal systems or to install a block signal systems or to install a block signal system in conformity with the commission's rules for automatic block signals or with its prescribed standards for manual block operation. The formal return to the order is

required by March 15.

This show cause order resulted from a report of an investigation under the supervision of Commissioner Patterson of a side collision at Kollocks, S. C., on December 16, 1945, involving the northbound "Sun Queen," running from Miami to New York, and the southbound "Silver Meteor" (west coast), running from New York to St. Petersburg, Fla. It was found that this accident was caused by failure to obey a meet order, and it was recommended that the railroad "establish an adequate block system on all its Lines on which a speed of 50 m.p.h. or more is authorized," the order being issued as a step to obtain compliance with that recommendation.

The collision occurred at 3:41 a.m. at the fouling point of the south switch of a passing siding at Kollocks, a station about 16 miles south of Hamlet, N. C., on the single-track main line from that point to Savannah, Ga., on which trains are operated by timetable, train orders and a manual block system. Both trains had copies of a train order establishing a meet for them at Kollocks and requiring No. 108, the northbound train, to take the siding. This required the southbound train, No. 31, to stop on the main line clear of the south siding switch unless the opposing train was in the clear

on the siding.

As No. 108, moving about 8 m.p.h., was entering the siding, with the headlight of the 3-unit Diesel-electric locomotive burning brightly, No. 31 was seen approaching at an excessive speed, and whistle and lantern signals were given to warn its engineer, but it struck the sixth car of No. 108 while moving about 40 m.p.h. Four passengers and two employees were killed and 149 passengers and one employee were injured. The sixth to ninth cars, inclusive, of the 16-car "Sun Queen" were derailed. The sixth car, a steel coach, stopped leaning at an angle of about 45 deg.; the right side sheets were crushed inward about a foot. The seventh and eighth cars, also steel coaches, were overturned; the front ends of the right side of each were demol-ished, and a "considerable number" of the seats of the seventh car were torn loose. The ninth car, a dining car, remained upright, but was badly damaged.

The southbound train consisted of a 2unit Diesel-electric locomotive and 12 passenger-train cars, 7 of which were of lightweight steel construction. It approached Kollocks at about 65 m.p.h., with the engineman maintaining a lookout ahead and with the front brakeman and conductor g

C.

in the baggage compartment of the second

car. About 5 miles north of the station

the conductor sounded the meeting point

signal and the engineer acknowledged it.

When the train was about 4,000 ft. from the

south siding switch the engineer made a

service brake-pipe reduction, which cut the speed to about 40 m.p.h., when the brakes were released. The speed subsequently increased somewhat, as the grade was 0.78

the fireman saw the bright headlights of

the opposing train (which would have been

turned off, under the rules, if that train had

been in the clear on the siding) he warned

the engineer, who made an emergency

brake application, but the space was insuf-

ficient for the southbound train to stop. The

conductor had thought the speed was under

control when the service brake application

was made, and opening the conductor's

valve when he discovered the opposing

train's position was too late to be effective.

front engine unit stopped 407 ft. south of

the point of accident and 50 ft. east of the

track, and both were badly damaged. The

first car stopped a like distance from the

point of the collision, with its front end 110 ft. east of the track. The second to

fifth cars, inclusive, remained coupled and

stopped at the rear of the first car. The

front end of the first car, a lightweight

steel passenger-baggage car, was demolished, and the second car, a conventional sleeping car, was badly damaged. The third, fourth and fifth cars, likewise conven-

tional sleeping cars, were "more or less

"The manual block system in effect in

this territory is inadequate," said the commission's report. "Under the rules, No. 31

was permitted to enter the block at the

north end under clear block authority, and

2 minutes later No. 108 was permitted to enter the block at the south end. No. 108

was required to obtain authority at Kol-

locks to re-enter the block, but No. 31 was

not required to obtain further block author-

ity until it reached Seaboard Junction, 3.4

miles south of Kollocks. This method of operation practically nullifies the protection

The report went on to say that "in recent years" the commission had investigated

several collisions on this road, in 10 of

which there were 15 persons killed and 261 injured. "In these 10 cases either there was no block system in effect or the rules

and practices were such that adequate block

protection was not provided, and the reports

covering these 10 investigations contained

recommendations that the carrier establish

an adequate block system on the line where

each accident occurred. During the past

year the carrier has installed an automatic

block system on its line between Monroe, S. C., and Atlanta, Ga., 271 miles, which

includes the location of 3 of these accidents,

but the recommended modifications have

not been made on the portions of its lines

"On the Savannah-Hamlet line, where the present accident occurred," the report said further, "the maximum authorized

speed is 70 m.p.h., and in the 30-day period

preceding the date of the accident the max-

imum daily traffic over it consisted of 23

trains, many of which were streamlined,

Railway Age-Vol. 120, No. 6

where the other 7 accidents occurred.

to be derived from the block system."

five cars of No. 31 were derailed.

Both Diesel-electric units and the first

When

per cent descending for this train.

No. 28300, the general class rate case, with-

The only issue raised by this petition, it

was suggested, is whether any departure

from the classification basis is proper, if

competition is eliminated as a justification

for such departure. A commission show

cause order, and cancellation of exceptions

and commodity rates not "justified" under

their formula, the truckers asserted, would

"rationalize" the rail-forwarder-truck rate structure by eliminating "widespread incon-sistencies" and "unduly depressed" ratings

Army to Exhibit German

Railroad Equipment

motives, railroad cars, a minesweeper, and

other German transportation equipment-

will be available for inspection by engi-

neers, scientists, manufacturers, and other

representatives of science and industry for

three days, beginning March 6, at Fort Monroe, Va., the Office of the Publication

Board of the Department of Commerce has

C. Scofield, president of the Army's Trans-

portation Corps Board, Fort Monroe, when

they expect to arrive and whether or not

they will need assistance in obtaining hotel

accommodations. This information should

than 35 items, is being prepared by the

Transporation Corps Board. Various types

of Diesel engines, ranging from a 45-hp. engine to a 2,500-hp. engine which weighs

10,000 lbs., will be on display. These en-

gines were developed by the Germans for

marine use, for locomotives, and for other

Among other items that will be on dis-

play are a supercharged, 2,000-hp. MAN

submarine engine; a high-speed locomotive with individual V-type engines; a 17,000-

gal. tank car, constructed so as to require

no underframe; a Class 52 condensing loco-

motive; a light-weight Diesel locomotive with fluid mechanical drive; 12-cylinder

V-type, air-cooled Diesel engines; gas turbine driven superchargers (three sizes);

three electrical speed transmissions; and several propeller units.

Senate Committee Favors Rail

Reorganization Inquiry

Senate interstate commerce committee in-

vestigation of conditions surrounding the

operation and handling of insolvent rail-

roads by trustees and receivers, will be

reported favorably to the Senate by that

committee. The favorable report was or-

dered by a vote of the committee in execu-

As noted in the Railway Age of Novem-

ber 24, 1945, page 875, the resolution was introduced by Chairman Wheeler of the

interstate commerce committee for himself and Senator Reed, Republican of Kansas.

Because the resolution would authorize an

expenditure of \$5,000 from the contingent

funds of the Senate, it must go to the com-

335

tive session on February 5.

Senate Resolution 192, calling for a

The exhibit, which will include more

THE PROPERTY OF SHAPE

be sent to him before February 15.

Prospective visitors to the three-day exhibit are requested to inform Col. Frank

incorporating unusual technical features-

Captured German Diesel engines, loco-

and rates.

announced.

purposes.

out regard to competitive considerations.

I. C. C. to Probe Mileage

Basis for Reefer Hire

sion has instituted on its own motion

a proceeding of inquiry and inves-

tigation concerning the mileage basis

used and the compensation paid by

railroads for the use of refrigerator

cars, the object of the inquiry being

to arrive at a method of compensa-tion that will "promote better utiliza-

The proceeding, docketed as No.

29468, has been set for initial hear-

ing February 20 at Washington,

D. C., before Chairman Barnard and

Examiner F. L. Sharp. That hear-

ing will be limited to consideration

of the reasonableness of the present rules, practices and contracts by

which compensation for refrigerator

cars is paid only on a mileage basis. Oral argument before the commission will be had immediately follow-

ing the hearing, according to Acting Secretary G. W. Laird.

high speed passenger trains." Then came the recommendation that the road "estab-

lish an adequate block system" on all its

lines where speeds of 50 m.p.h. or more are

Senate Subcommittee on Wheeler

Safety Bills

mittee on interstate commerce has ap-

pointed a subcommittee to consider S. 1537

and S. 1538, the bills he introduced re-

cently to give the Interstate Commerce

Commission regulatory control over train communications and train dispatching meth-

Senators Johnson of Colorado (chairman);

Huffman of Ohio, Democrats, and Moore

Truckers Try a New Tack to Get

Higher L.c.l. Rates

Commerce Commission action to increase rail l.c.l. rates from what they call a non-compensatory basis, the American Truck-

ing Associations and other truck operators

organizations have petitioned the commis-

sion for an investigation and order with respect to rail and forwarder l.c.l. and

any-quantity exceptions ratings and com-

modity rates lower than classification basis,

and also with respect to truck exceptions

cause order to institute the proposed in-

vestigation, the truckers suggest that, pend-

ing the construction of a uniform freight classification as required by the commission in its No. 28310 order, all l.c.l. and

any-quantity rail and forwarder exceptions

and commodity rates lower than classifica-

tion ratings, and corresponding truck rates,

should be canceled by the commission, un-

less "specifically justified" on the basis of

the findings in the commission's report in

Asking the commission to issue a show

ratings and commodity rates.

In another attempt to secure Interstate

of Oklahoma, Republican.

Members of the subcommittee are

Chairman Wheeler of the Senate com-

authorized.

tion" of refrigerator cars.

The Interstate Commerce Commis-

e, d.

r

ock

16

mittee on audit and control after the interstate commerce committee's report is filed.

In announcing his committee's favorable action, Senator Wheeler said that he planned to appoint a subcommittee to conduct the investigation. He added that the subcommittee would probably open hearings at Chicago on the Chicago, Milwaukee, St. Paul & Pacific and Chicago, Rock Island & Pacific reorganizations; and that other sessions of the hearings would perhaps be held at St. Louis, Mo.

#### U.N.R.R.A. Buys Surplus Rail Equipment in Europe

The United Nations Relief and Rehabilitation Administration's Washington, D. C., office has been advised that its surplus procurement office in Paris has recently purchased 3,280 surplus U. S. railway box cars and 920 gondolas "to help reestablish the war-wrecked transportation system of eastern Europe." Poland is to receive 2,425 of the cars, Czechoslovakia, 930, Yugoslavia, 735, and Greece, 110.

All are 20-ton prefabricated cars of U.S. manufacture, which were originally shipped in parts and assembled in France. They were used to handle war supplies to the front during the campaign against Germany. The U. N. R. R. A. statement says that the cars are still in good condition, and that they will help solve problems in connection with the transportation of relief supplies. The purchase of the cars follows the acquisition last month of 200 surplus U. S. Army locomotives in Belgium.

#### 1945 Export Freight Movement

Due to "heavy relief programs," exports of freight from East Coast ports, including coal and grain, are continuing at approximately wartime levels, according to the Office of Defense Transportation. During the past two months more ships were loaded at East Coast ports than during the corresponding period a year ago-1438 as compared with 1307. The total number of cars unloaded for export at all ports, including grain but excluding coal, was 1,887,829 for the year 1945. This is very close to the record 1944 figure of 1,913,421 cars, in spite of the drop in war shipments following V-E Day and V-J Day.

The O. D. T. also reported that freight

car detention at the ports was kept down as a result of the export permit system o an average of 5.3 days in 1945. Compared with performance during 1942, net savings in car detention in 1945 amounted to 6.5 million car-days, it was calculated.

#### Representation of Employees

The United Transport Service Employees of America, Congress of Industrial Organizations, has supplanted the Brotherhood of Railway Clerks as Railway Labor Act representative of clerical, office, station and storehouse employees of the Memphis Union Station Company, according to results of a recent election which has been certified by the National Mediation Board. The vote was 78 to 60.

As a result of other recent elections the Brotherhood of Railroad Trainmen has supplanted the Switchmen's Union of North America as representative of Newburgh &

South Shore yardmen, while the Northern Pacific Mechanical Foremen's Association has retained its right to represent N. P. mechanical department foremen and supervisors, having defeated the challenging American Railway Supervisors Association, Inc. The National Council Railway Patrolmen's Unions, American Federation of Labor, has been chosen by patrolmen (assistant special agents and special officers) in the chief special agents department of the Norfolk & Western; and by patrolmen (lieutenants and sergeants) in the police department of the Delaware, Lackawanna & Western.

On the Sacramento Northern, subordinate officials in the maintenance of way and structures department have chosen the Association of Railroad Maintenance of Way Supervisors; while signal department employees of the Detroit, Toledo & Ironton have chosen the Brotherhood of Railroad Signalmen of America.

#### **Extends Anti-Trust Immunity** Certificate

Administrator J. D. Small of the Civilian Production Administration last week advanced from February 1 to May 1 the expiration date of Certificate No. 44 which was issued in March, 1943, by the Chairman of the former War Production Board to give carrier rate bureaus and other jointaction arrangements wartime immunity from the anti-trust laws. In advising the Attorney General of his action, Mr. Small said that the extension had been requested by Director J. Monroe Johnson of the Office of Defense Transportation, and that the request was supported by the Production and Marketing Administration of the Department of Agriculture, the Office of War Mobilization and Reconversion, the War Shipping Administration, and the Government Interdepartmental Traffic Com-

#### I. C. C. Service Orders

By Amendment No. 2 to Second Revised Service Order No. 244, which provides for control of the distribution of grain cars, the application of the order has been limited to country loading points. This modification was effective February 1, and unless otherwise directed the entire order will expire March 1.

Under Service Order No. 449, effective February 2 through 25, the commission has set up a permit system operating within the switching limits of Omaha, Neb., and Council Bluffs, Iowa, whereby the distribution of box cars, either in intrastate or interstate commerce, is subject to permits to be issued by the designated I. C. C. agent in such manner as to insure a "fair supply" of box cars for loading with export wheat.

As a result of inability of "certain railroads" to transport or transship promptly bituminous coal for export offered to them at points in Pennsylvania and West Virginia, the commission has issued Service Order No. 446, effective February 4 through April 30, unless otherwise provided, designating an agent with authority to reroute through the ports of Norfolk,

Va., and Newport News coal originating in Pennsylvania and West Virginia and consigned for export, for government account, through the ports of Baltimore or Philadelphia, whenever in his opinion either or both of those ports cannot handle all the coal so shipped or ready for shipment.

#### Truck-Forwarder Joint Rate Bill Passed by the House

Without discussion other than brief explanations of the measure, the House on February 4 passed its interstate and foreign commerce committee's amended version of H.R. 2764, the bill introduced last year by Chairman Lea of the committee to permit continuance of present joint-rate arrangements between forwarders and motor carriers until such time as the Interstate Commerce Commission shall have determined as a matter of permanent policy the terms and conditions under which forwarders may utilize the services of common carrier truckers. As noted in the Railway Age of February 2, page 299, Part IV of the Interstate Commerce Act now requires that the condemned joint-rate arrangements be discontinued by February 16.

to le \$ to 60 re co er gres fo

la \$1

in

th

an

the

pa tio

de

48

vio

wa

ma

shi

Un

1,1

wit

wit

rail

side

rece

plai

to 1

fron

con

ben

futu

year

you

seer

this

year

nize the

velo

C

legis

sions

Raily

I

With this deadline before it, the Senate committee on interstate commerce was scheduled to begin its hearings on the House-approved bill February 8.

#### Stops Coal Movement to Army Camps for February

The Solid Fuels Administration has ordered shipments of domestic soft coals to army camps stopped during the remainder of February, so as to help alleviate the scarcity of fuel normally burned by householders and other domestic consumers, Deputy Administrator Dan H. Wheeler has announced.

Nearly all army camps already have enough coal on hand for the remainder of the winter, he said, while practically all producers supplying fuel to camps are behind in shipments to retail dealers. The direction to stop shipments applies to all domestic sizes (double-screened or lump) of bituminous produced east of the Mississippi river, and to all such coal consumed by army camps east of the river, regardless of where it is mined.

#### Forwarder Revenues in 1944

The Interstate Commerce Commission has made public selected financial and operating statistics of freight forwarders for the calendar year 1944, compiled by the Bureau of Transport Economics and Statistics and released as Statement No. 461. This is the third annual compilation made from annual reports to the commission, and was based on reports containing "complete information" received from 55 forwarders having gross annual revenues of \$100,000 or more and 45 showing less than \$100,000. The preliminary 1944 figures for 51 larger operators were summarized in Railway Age of June 23, 1945, page 1118.

The statement shows that the reporting forwarders had a 1944 gross revenue of \$184,113,706, out of which they paid \$144,-729,959 for transportation purchased. The net from forwarder operations, after operating expenses and taxes other than income taxes, was \$416,514.

The bureau pointed out that data in this

summary are not exactly comparable with those in previous annual compilations, due to the fact that a much larger proportion of the reports received in the earlier years were incomplete. It therefore does not include comparative figures in the 1944 summary. The totals reported in its 1943 summary (covering 98 forwarders) were noted in Railway Age of January 13, 1945, page 160

As in 1943, the three largest forwarders were Acme Fast Freight, National Carloading, and Universal Carloading & Distributing. The forwarder revenues collected by these three were, respectively, \$39,484,001, \$35,850,467 and \$45,719,596, the total for the three being \$121,054,066, or 66 per cent of the forwarder revenue of all reporting companies. There were 14 other companies having annual forwarder revenue above \$1,000,000, the total for this group being \$45,915,663. Thus the 17 largest operators reported 91.1 per cent of the forwarder revenue of the 100 concerns reporting, the total for the 17 being \$166,-969,729.

The Bureau noted that 24 of the 55 larger forwarders (those with gross of \$100,000 or more) showed deficits in net income for 1944. For the 55 larger firms the net before income taxes was \$143,765; the provision for income taxes, \$520,388; and the net deficit after all taxes, \$376,623.

The net income after taxes reported by the large forwarders was as follows: Acme, deficit of \$363,302 in 1944, as compared to a deficit of \$229,896 in 1943; National, deficit of \$448,564 against a 1943 deficit of \$144,429; and Universal, \$158,485 net income as compared to the previous year's \$549,581.

The volume of business handled in 1944 was indicated by operating statistics summaries showing that the 55 larger forwarders received 4,521,498 tons of freight from shippers in 18,134,061 separate shipments. Universal received the largest tonnage, 1,129,546 tons, while Acme was second, with 950,924 tons, and National came third with 909,953 tons.

#### One Social Benefit Plan for All Urged

(Continued from page 333)

railroad plan, the committee's staff considers coverage by the general system the "most feasible remedy." In addition, they recommend a "well-devised staff pension plan," though they concede that "doubt as to the appropriateness of such legislation" for one industry would probably develop from an analysis of the provisions is should contain.

In any event, the study points out, social benefit legislation should look toward the future. "The railroad retirement plan is 9 years old; a pension plan is relatively young after 40 years of operation. It may seem difficult now to change our course in this planning because of the accruals of 9 years of operation; but this must be recognized as quite insignificant compared with the difficulties that 30 more years may develop."

Other Questions Raised—Pending legislative proposals to enlarge the scope of the retirement and unemployment provisions for railroad employees are H. R. 1362,

introduced by Representative Crosser, Democrat of Ohio, and S. 293, introduced by Senators Wheeler of Montana and Wagner of New York, Democrats. These measures remain under study in the House committee on interstate and foreign commerce and the Senate committee on interstate commerce, respectively, despite occasional expressions of annoyance from railway union sources over the unhurried consideration they are receiving.

As noted in Railway Age of January 12, page 164, a Senate subcommittee recently received a memorandum from its legislative counsel analyzing S. 293, which noted, among other considerations to be weighed, that the increasing federal obligation for maintaining the solvency of the general social security system made it more and more likely that railroad employees would be called upon to help support that system, out of their contribution to the general federal revenues, while receiving no benefit This was mentioned as only one of several questions of fundamental policy to be resolved before enacting additional legislation preserving a separate "social security" system for railroad employees.

#### Money for O.D.T.

President Truman has asked Congress to give the Office of Defense Transportation a supplemental appropriation of \$159,000 to enable it "to meet the emergency caused by an acute shortage of box cars and refrigerator cars." This explanation of the need for the money is included in a statement by Director Harold D. Smith of the Bureau of the Budget, which accompanied the President's request.

"The export of relief food and materials, together with large demands for reconversion purposes, have resulted in serious car shortages," Mr. Smith said. "The situation has been aggravated by the marked deterioration of cars during the war and the present shortage of materials for use in repairs. A continuation of the government's railway transport activity at full strength through June, instead of tapering off in the third and fourth quarter as originally planned, is necessary if the most urgent needs are to be met. Anything less than maximum efforts can cause undue difficulties to industry and losses in vitally needed foods."

Meanwhile, Mr. Smith pointed out that other O. D. T. appropriations for the current fiscal year will be cut from the \$7,515,000 originally provided to \$4,440,000 under a recission bill now pending in Congress.

#### Court Says Meyer Can Sue for Cotton Belt's Benefit

Deciding what it said was an important problem in bankruptcy law, the Supreme Court of the United States, in an opinion by Justice Douglas to which there was no dissent, has held that a stockholder of a railroad may continue to assert a claim for damages on its behalf in the reorganization proceedings of another railroad, even though the stockholder's railroad subsequently undergoes reorganization also. Justices Frankfurter and Jackson took no part in the case, Meyer vs. Chicago, Rock Island & Pacific.

The issue before the court arose after Walter E. Meyer as a stockholder of the St. Louis Southwestern filed suit against the trustees of the Rock Island, claiming damages for the Cotton Belt on the ground that the Rock Island and certain persons, including the dominant stockholders and directors of the Cotton Bel, allegedly had conspired to control the latter road in their own interest and to its detriment. About a year and a half after the claim was filed reorganization of the Cotton Belt was instituted under section 77 of the Bankruptcy Act, and the Rock Island's trustees then contended that claims for the benefit of the Cotton Belt could no longer be maintained by a stockholder, but must be prosecuted by the trustee of that property.

Justice Douglas pointed out that stockholder's suits are a remedy in equity designed for situations where the management of a company, through fraud, neglect of duty or other reason, declines to assert the company's rights. Such a claim may be an important asset of a bankrupt company, he commented, and if the trustee were required to start proceedings anew that asset might be lost through the operation of the statutes of limitations. The trustee should have a choice to let the suit continue under the stockholder's auspices, to intervene in it, to start a new suit, or to make a settlement, and he should have the opportunity to make the choice most advantageous to the bankrupt company, Justice Douglas held.

The Supreme Court was advised, the opinion indicated, that the court in charge of the Cotton Belt's property had declined to order its trustee to permit Meyer to prosecute the claim in question, from which it could infer that the court felt the claim had no substance. The Interstate Commerce Commission had investigated Meyer's charges and decided they had no substantial support. But the validity of the claim is not at issue, the Supreme Court held, reversing the decision of the lower courts that Meyer should not be allowed to prosecute the claim. The Cotton Belt or its trustee should be allowed to join in the suit if they so desire, it held, and the claim then either should be considered on its merits or disallowed on the ground, if it is so established, that its continued prosecution will be inconsistent with the plan of reorganization of the Cotton Belt or the administration of its affairs.

#### Col. Johnson Sees Continuing Tight Freight Situation

Except for the easing passenger situation, Colonel J. Monroe Johnson, director of the Office of Defense Transportation, thinks that the country will continue for some time to face difficult transportation conditions. He made this prediction in a January 31 address at a luncheon meeting of the Washington (D. C.) Board of Trade's Public Utilities and Transportation Committee.

Billed as a speaker on "The Transportation Picture in Postwar," the O. D. T. director said that there wasn't "a hell of a lot of difference" between war transportation and postwar transportation. "Transportation today," he added, "is war transportation, and will remain so for sometime. It is as extended and as difficult as it has ever been in the war, and may be even more so when the present strikes are settled."

0

HINING THE THE PERMIT

Harbor Strike—In the latter connection Colonel Johnson anticipated that the strike of New York harbor tugboat operators would greatly aggravate the situation wherein strikes were already tying up 30,000 railroad cars. When the strikes are settled, he went on, the shipments dammed up will be thrown upon the transportation system—"with what result, I don't know, and I don't think anyone else does." The O. D. T. director fears, however, that the strike situation may be leading up to a box-car shortage like the "strangulation" which accompanied last winter's storms that "gave us more trouble than anything else during the war."

Other factors in the car situation, as Colonel Johnson listed them, included the "priorities" protecting car requirements to handle wheat and coal being transported for relief purposes, and the refrigerator car shortage, which "approaches its all-time peak." Meanwhile, he said that the railroads have not ordered a great number of cars; their orders "are not startling at all." Yet, he added, the best available information indicates that 1950 traffic will be better than that of 1941.

Recalling his wartime battles for materials needed by the transportation agencies, the O. D. T. director noted the "general idea" was that the Army and Navy would be given what they wanted, and the remainder would be divided among essential "civilian" users. He soon found out, however, that "all the Army wanted was all of everything." While the Navy didn't ask While the Navy didn't ask for "quite all," the Army and Navy requests together amounted to more than all. In the allocation meetings, Colonel Johnson said, he told the former War Production Board that "if we couldn't find some American who would tell the Army and Navy 'no,' we'd be in a predicament." And the O. D. T. director believes that this warning would have been borne out if the war had not ended.

It Was a "Miracle"—Meanwhile, he went on, the refusal of the allocating agencies to provide adequate materials for domestic transportation made it necessary to find ways and means of getting the most out of each transportation unit. Colonel Johnson noted that the job done in that respect has been spoken of as a "miracle," and he called that "an accurate description." He added that the "miracle" was wrought by the cooperation of all concerned; he has never seen "cooperation in any human activity as it existed in transportation in this war."

Colonel Johnson's experience as director of O. D. T. has been "the most interesting thing I've ever been in—next to a battle." He has met "some fine people—the smartest people about their business that I've ever known; you can depend on their promises." The O. D. T. director had previously paid tribute to the press, saying he considers that the work it did in publicizing necessary messages to the public "compares favorably with what the railroads have done themselves."

E. F. Lacey, executive secretary of the National Industrial Traffic League and chairman of the Board of Trade's Public Utilities and Transportation Committee, presided at the meeting.

#### Troop Train Hit When Following Train Misses Signals

A rear-end collision between Alton and Pere Marquette passenger trains on the tracks of the Baltimore & Ohio Chicago Terminal at 36th Street, Chicago, on December 12, 1945, in which 94 passengers and 9 employees were injured was caused by failure to operate the following train in accordance with signal indications, according to the report of an Interstate Commerce Commission investigation under the supervision of Commissioner Patterson.

Trains are operated by signal indications when moving with the current of traffic on this doubletrack line, which is used regularly by Alton and P. M. passenger trains. The trains involved, Alton Extra 5293 South, with an engine and 11 cars, 8 of which were troop sleeping cars, and P. M. No. 58, consisting of two locomotives and 9 passenger train cars, both were southbound on the southward main track. At 36th Street the north leg of a wye, referred to as Track No. 1, diverges to the right from the B. & O. C. T. line to join a line of the Alton, and the Alton train had entered this track, coming to a stop with the rear of the last car (a troop sleeping car) on the southward Terminal track at a point 67 ft. north of the switch leading into Track No. 1.

Signals protecting this standing train were Nos. CC-60-S and CC-53-S, located, respectively, 291 ft. and 3,413 ft. north of the end of the train. Both signals are approach lighted and of the color-position-light type. The more distant signal displayed approach, requiring trains to reduce speed to not more than 20 m.p.h. and prepare to stop at next signal. The restricting aspect displayed by signal CC-60-S authorizes trains to proceed prepared to stop short of a train or obstruction. These aspects are displayed by the two signals whenever the switch at 36th Street is lined for movement into Track No. 1, whether or not the track is occupied.

When the Alton train stopped, the rear car was standing about 45 ft. south of the north end of a 71-ft. through girder bridge

rom 14 th St. Jct. Signal CC-53-S S Point where fusee was dropped Signal CC-60-S 3413 0 Direction of movement 350 B.& O. C.T. tracks rough girder bridge 71'long -- Position of flagman 50' - Point of accident 7 67 36 th Street Station - Switch I Track No.1 To 19th St. Jet.

The lay-out where the accident occurred

crossing 36th Street. As the rear car had no end platform, the flagman had to alight from its side door and pass around the south end of the bridge girder before going back to protect his train. It was dark at the time (the collision occurred at 5:28 p.m.) but he did not carry his red lantern because it was hanging at the rear of the last car where it was "not available." He did carry a lighted white lantern, however, and was giving stop signals with it when the following train's engines passed him near the north end of the bridge.

The Alton flagman had dropped a lighted 5-min. fusee about 350 ft. north of the point where the accident occurred, and this was burning, according to the testimony of witnesses, when the following train passed it. Witnesses also stated that the marker lights of the Alton train were displaying red to the rear.

The P. M. train had stopped at a point 483 ft. south of signal CC-53-S, and then proceeded at about 20 m.p.h. Soon afterward the enginemen of the first locomotive thought they saw the next signal (CC-60-S) displaying a proceed indication. When about 400 ft. from it, however, the fireman discovered it was displaying the restricted speed indication, and the engineer at the same time saw the Alton flagman's stop signals. Speed was reduced to about 10 m.p.h. when this train struck the rear of the standing train, about 1 min. after it had stopped. The enginemen of the first P. M. locomotive said they saw no fusee and that the marker lights of the Alton train were not visible to them.

The force of the impact separated the engine of Extra 5293 from the first car, and the train was driven forward about 60 ft. The first 10 cars and the front truck of the rear car were derailed and stopped in various positions in line with or at angles to the track, six of them being badly damaged. The rear truck of the first car of No. 58 was derailed and the train separated between the fifth and sixth cars. Both engines and three cars were slightly damaged.

Tests made after the collision disclosed that the aspects of Signal CC-60-S could be seen at least 2,200 ft. to the north. The M. enginemen, who denied seeing a lighted fusee or the marker lights of the proceeding train, had thought the signal displayed a proceed aspect, but it developed that trouble had been experienced with this signal preventing the display of a proceed indication under any circumstances, as a control wire was open. A signal maintainer was working on it at the time of the accident, but the trouble was not located until later. It was displaying the restricted speed aspect when Extra 5293 approached it and showed the same indication after the accident. "This indication," the report observed, "required No. 58 to be operated in such manner that it could be stopped short of a preceding train or an ob-struction."

#### Miller Leaves O. D. T.

Sidney L. Miller, assistant to the deputy director of the Office of Defense Transportation, resigned on February 1 to become professor of transportation and head of the Department of Transportation in the University of Pittsburgh's School of Business

Administration. Mr. Miller taught transportation at the University of Wisconsin and the University of Iowa before coming to the War Production Board in December, 1941, as assistant director of materials and equipment. Early in 1942 he became liaison officer for the W.P.B. with the O.D.T., and in February, 1943, he joined the O.D.T. as assistant to the deputy director.

had ight

the

20-

lark

5:28

tern

He

ver.

hen

him

nted

oint

was

wit-

l it.

rhts

l to

oint

hen

tive

-60-

hen

nan

ted

the

ton

10

of

it

irst

see

ton

the

out

uck

ped

rles

m-

of ted

en-

ed.

sed

uld

the

nal

ro-

es.

in-

the

ted ted ned ter

ted

ped

uty

or-

me

niess

946

#### Army Freight Charges Found to Be Excessive

(Continued from page 333)

advisability of establishing a "central traffic bureau in the government."

Budget Director Smith's first response to the Wheeler suggestion was to make an administrative inquiry into the matter. That inquiry, he reported, had revealed "instances of excessive freight payments," thus convincing the bureau that it should undertake a "comprehensive investigation" (see Railway Age of January 13, 1945, page 167). That is the investigation out of which the present report, a 140-page document, has come. As part of his plan to give publicity to the summary of the findings and recommendations, Senator Wheeler had it printed in the February 1 issue of the Congressional Record.

"Inadequate" Staff—The report was dated October 20, 1945, and the summarized findings state, among other things, that the War Department's Traffic Control Division, created in March, 1942, has always been "inadequately staffed." Because T. C. D.'s major activities related to the efficient and expedited handling of War Department traffic, the report says that it was not until about June, 1944, that "any systematic approach was made to the study of the rates, ratings and charges on War Department traffic although some important revisions had been negotiated before that

Meanwhile the report points out that the "greater part" of War Department tonnage has been transported at commercial rates; and it concedes that "a majority of such rates... have not been, and are not excessive." It adds, however, that "the total charges on this portion of the traffic have been relatively less than on other kinds of traffic, including that on which a higher level of rates prevailed." T. C. D. is given credit for having negotiated with the carriers for revisions of rates on "many important commodities," but it is next asserted that "the rates, ratings and charges on a great many commodities have not been studied."

In discussing contract rates which the carriers accord the government under the Interstate Commerce Act's section 22 (so-called section 22 quotations), the findings state that many of these have been "reasonable for application on War Department traffic," while others have been in excess of those proposed by T. C. D., although the latter accepted them "inasmuch as they reflected reductions." Mention is made of the fact that in many instances the carriers have incorporated rates accorded the War Department into published tariffs; but such mention is followed by a complaint that the "majority" of such rates have been section

22 quotations, "a very large number of which provide that the rates so authorized will not be subject to land-grant. This method had the effect of circumventing land-grant provisions."

Transit Arrangements-With respect to transit arrangements, it is pointed out that the carriers have accorded many section 22 quotations, which "have been of incalcu-lable benefit to the War Department and have resulted in large savings to the Department." Here again, however, is a complaint that, "invariably," these quotations have provided that the through rates authorized therein will not be subject to land-grant deductions. Also, there is a complaint that the Ex Parte 148 increases have continued to apply on section 22 quotations, although such increases on commercial rates have been suspended by the Interstate Commerce Commission since May 15, 1943. "In the opinion of the committee," the report adds, "virtually all rates and charges on transited traffic have been and are unreasonable to the extent of the addition of the Ex Parte 148 increases."

Leading up to its recommendation calling for the establishment of a special War Department unit to study rates and negotiate with the carriers, the committee says that the department never has had any organization adequately equipped, staffed, and empowered to do those things. It also says that the department's existing statistics regarding freight shipments and transportation charges are not adapted for use on such a job. Thus the committee's recommendations go into considerable detail, setting forth the specifications for the branch which it has in mind and the staff which should be recruited.

New Set-up Proposed-Under such

specifications, the branch would be given broad powers, and its chief would report directly to the Secretary of War. The chief would be a man of "long training and experience" in rate matters, one "thoroughly qualified and competent to conduct negotiations with chief traffic officers and other rate-making officials of the respective types of carriers" and to "determine whether or not formal or informal proceedings shall be instituted" before the I. C. C. or other regulatory agencies. He and his staff would be paid salaries "commensuate with their knowledge, training and experience, corresponding with those prevailing in the commercial traffic and transportation field."

While, as the committee pointed out, its assignment related to the War Department only, it nevertheless suggested that "it would be feasible and probably desir-ble that an organization of the character above recommended be created to function in the manner set forth for both the War Department and the Navy Department."

#### Senate Committee Plans Early Hearing on Bulwinkle Bill

Chairman Wheeler of the Senate committee on interstate commerce said this week that the committee plans to hold hearings in the near future on the House-approved Bulwinkle bill (H.R. 2536) to stay the operation of anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission. Mr. Wheeler said that the hearings would perhaps start a week or 10 days after the close of hearings scheduled to begin February 8 on H.R. 2764, the bill relating to joint-rate arrangements between forwarders and motor carriers.

#### **Materials and Prices**

The following is a digest of orders, notices and information that have been issued by the Civilian Production Administration and the Office of Price Administration, since January 29 and which are of interest to railways:

which are of interest to railways:

C. P. A.'s Monthly Report—Once current widespread labor-management differences are settled
the businessmen of America anticipate peacetime
activity of unprecedented proportions in 1946,
John D. Small, Administrator of C. P. A. declared in the agency's monthly report on December production, pointing to a "continued high
production level of basic materials, semi-finished
products, and capital goods during December."
Nevertheless he warned that the continuance of
the steel strike will cause great and increasing
delays in the reconversion program since industry
is now rapidly depleting its pipeline supplies of
steel which were already too short.

The strong position on the stock exchange of
merchandising and consumer durable goods in-

The strong position on the stock exchange of merchandising and consumer durable goods in dustries, the report notes may be interpreted "as an indication of a high degree of confidence on the part of investors that despite all obstacles, sales and profits will be unprecedentedly high in the immediate future, at least;" while the demand for long term government issues "shows that investors now expect the level of interest rates to remain at 2½ per cent for a considerable period, and that continued decline in long term interest rates is more probable than a reversal of the trend."

of the trend."

Consumer goods shipments in December of vacuum cleaners, electric irons, refrigerators, electric ranges, washing machines, sewing machines, and radios were running from 10 to 30 per cent above November, and prewar levels for most consumer hard goods could be reached by June.

However, Mr. Small noted certain hurdles still

in the way of all-out peacetime production, saying:
"Important factors retarding the production of
consumer and producer durable goods include:
(1) work stoppages resulting from industrial disputes; (2) shortages of certain materials (such
as sheet steel and castings) and shortages of
certain components (such as ball bearings, fractional horsepower motors, and certain electrical
parts)—many of these shortages in turn have
resulted from strikes, and (3) uncertainties as
to wage-cost factors. An additional factor preventing electrical appliances and other consumer
goods from reaching the consumer earlier has been
the necessity for filling distributor pipelines.
These pipelines have been greatly extended by
the substantial increase in the number of dealers."

Commenting on the disastrous price inflation
that followed World War I when controls were

Commenting on the disastrous price inflation that followed World War I when controls were lifted, Mr. Small went on to state in his report that "inflationary pressures and tendencies of the current situation are much greater today than those which existed in 1918 and that if the country is to avoid inflation it must have allout sustained production, a flood of goods onto dealers' shelves, and adequate supplies of raw materials and component parts for industry."

Steel Inventory—Because of the continued steel strike, inventory restrictions are tightened by O. P. A. on certain steel products if bought by users at special sales under PR No. 13. Special sales are made by persons who acquired or made the material for use and not for sale or resale and include sales of surpluses by government agencies. Direction No. 9 to PR No. 13 prohibits acceptance of delivery of hot or c-ld rolled carbon steel sheet, 14-gauge and lighter; flat galvanized sheet and strip; electrical silicon sheet; tin plate, and wire rope and cable, for use on a special sale if inventory will result in more than the buyer needs in the succeeding 45 days.

#### Prices

Bunker Fuel—Increases have been allowed in the ceiling prices for bunker fuel sold at ports along the Atlanic Coast. O. P. A. announced in amendment No. 31 to MPR No. 189, effective Feb. 4.

Hardwood Flooring—Lumber, millwork and hardwood flooring are affected by C. P. A. amendment to PR No. 33, direction No. 1, permitting a distributor to place certified orders for construction lumber with a distributor who sells at wholesale, and also permitting replacement through certified orders on sawmills.

Imitation Reed—Manufacturers of imitation reed may apply for an individual adjustment of their ceiling prices when current earnings on entire business operations are below those of 1936-39, or their manufacturing costs for the single product exceed their ceilings, O. P. A. ruled in amendment No. 44 to supplementary regulation No. 15 of the general maximum price regulation, effective Feb. 4.

Iron and Steel Scrap—Changes in ceiling price provisions for iron and steel scrap, necessitated by the reduced allocation and distribution activities of C. P. A., are ordered by O. P. A., affecting the preparation of remote scrap and direct purchases of unprepared scrap. Amendment No. 4 to price regulation No. 4, became effective Jan. 30.

Softwood Shingles—An increase of 15 cents a square in ceilings for mill sales of western softwood shingles in all standard grades was approved by O. P. A. in amendment No. 3 to regulation No. 164.

## Equipment and Supplies

#### LOCOMOTIVES

The Pennsylvania has ordered one 6,000-hp. Diesel-electric locomotive from the Baldwin Locomotive Works. The new locomotive, which is to be operated in non-electrified territory with high speed trains, both passenger and freight, will consist of two 3,000-hp. units, coupled together, with control cabs at each end. Each unit will be equipped with running gear similar in design to that of the Pennsylvania's type GG-1 electric passenger locomotives, except that there will be eight pairs of driving wheels instead of six.

#### FREIGHT CARS

The GULF, MOBILE & OHIO has ordered 50 covered hopper cars of 70 tons' capacity from the American Car & Foundry Co.

The COLUMBUS & GREENVILLE has ordered 50 50-ton steel flat bottom gondola cars from the American Car & Foundry Co.

GODFREY L. CABOT, INC., has ordered 20 steel covered hopper cars of 50 tons' capacity from the American Car & Foundry Co.

#### PASSENGER CARS

The Erie has invited car builders to quote prices by February 28 on the construction of seven new lightweight sleeping cars. The new cars, which will be used on passenger trains operating between Jersey City, N. J., and Chicago, will have six bedrooms and ten roomettes each.

The proposed purchase of additional

sleeping cars follows the placement of an order last month by the Erie for seven 4500-hp. Diesel-electric locomotives for passenger use (Railway Age of January 26, page 255). These are expected to reduce the over-all schedule on the railroad's through-time between Jersey City and Chicago by two hours. The railroad also is entirely modernizing and remodeling 15 through-line coaches to be used with the new sleeping cars and Diesels.

#### SIGNALING

The MISSOURI PACIFIC has ordered materials from the General Railway Signal Company for the installation of unit-wire centralized traffic control on four miles of single track between North Junction, Ill., and Gale. The project embraces two crossovers, two single switches, two switch locks, a spring switch and 13 controlled signals. Control will be from the yard offices in Gale.

The RICHMOND, FREDERICKSBURG & POTOMAC has placed an order with the Union Switch & Signal Co., for the signal materials to add a Style C control machine at AF Tower, Alexandria, Va., for remotely controlling additional functions to be located north of the passenger station, and involving eight Style A-5 electro-pneumatic switch layouts, 11 color-light signals, and switch locks. The field installation work will be done by railroad forces.

The DENVER & RIO GRANDE WESTERN has ordered materials from the General Railway Signal Company for the installation of automatic block signaling, coded track circuits, and remote control. Six and six-tenths miles of absolute permissive block signals with conventional track circuits will be installed between Denver, Colo., and Littleton; 3.6 miles of overlap automatic block signaling, including two coded detector-track circuits, will be installed between Acequia, Colo., and Louviers; and 98 miles of double-track automatic block signaling with single-direction running, between Littleton and Bragdon, Colo. The last installation will be mostly coded track circuited. Three distinctive codes will provide four signal aspects and inverse code will govern approach lighting. Signal control line wires will not be required on the coded circuits. Motorcar indicators will be installed to protect reverse-direction running, and all signals will be provided with light-out protection. A unit-wire control machine to be installed at Colorado Springs will be provided with five track indication lights and two levers for the control of a Model 5D dual-control switch machine, and three signals at a location 1.7 miles distant. Coded track circuit equipment, Type SA signals, Type K relays, Type XA highway crossing signals, and Model 7 switch circuit controllers are included in the order.

New York Central's Twentieth Century Limited has returned to some of the pre-war customs which long ago established that train as the widely-recognized standard of luxury in travel. The red Century carpet in Grand Central Terminal, the train secretaries, the barbers—all such service was a war casualty, but it is back on the job again now.

#### **Supply Trade**

Edward E. Helm, general sales manager, has been elected sales vice-president of the Reliance Electric & Engineering Co.

Commander Russell J. Roberts, U. S. Coast Guard, has been elected assistant to the president of the Sterling Engine Company to succeed Edward M. O'Connor, who has retired.

Moran DunLany and John B. Kneipple, former members of the staff of the Division of Transport Personnel, Office of Defense Transportation, have established the firm of DunLany & Kneipple, industrial relations consultants, with offices in the Albee building, Washington, D. C.

Harold N. Hill, until recently assistant to the district chief of the Birmingham, Ala., ordnance district, has been appointed manager of railway sales for the Gulf Oil Corporation. Mr. Hill was graduated from the Georgia School of Technology in 1924 with a degree in electrical engineering and subsequently served with the Westinghouse Electric Company and in other en-

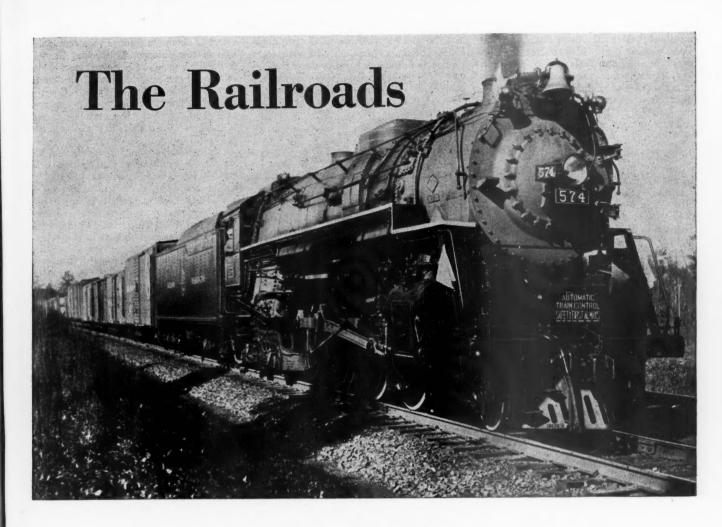


Harold N. Hill

gineering positions. He joined the Gulf Oil Corporation in 1934 and was appointed industrial lubrication service engineer handling railway sales for the company's Atlanta, Ga., division. He entered the army as a first lieutenant and was promoted to officer in charge of production of the Birmingham ordnance district and then to assistant to the district chief with the rank of lieutenant colonel.

Frederick J. Bruckner, manager of the stainless steel, alloy and aircraft steels division of the United States Steel Supply Company (a subsidiary of the United States Steel Corporation) has been promoted to assistant manager of sales for the Chicago district, with headquarters at Chicago.

Oscar D. Nelson, general manager and treasurer, has been elected president and general manager of the Butler Manufacturing Company to succeed E. E. Norquist, one of the founders of the business in 1901, who becomes chairman of the board. F. A. Rufi, secretary, has been elected



## must always look far ahead

Traffic demands must be anticipated for long periods in advance because equipment cannot be built "overnight". So versatile motive power is especially important - locomotives capable of speeding passenger traffic or handling heavy freights with equal facility and economy of operation.

Lima-built modern steam locomotives meet these requirements, and provide the superior performance that results from Lima's insistence upon the highest standards of design, workmanship and materials.

LIMA LOCOMOTIVE WORKS LIMA INCORPORATED, LIMA, OHIO



lent er-

. S. t to ine on-

ipthe e of hed in-C. tant am, Oil

ring ingen-

Gulf

nted and-

Atrmy

ank

the teels

ited profor s at

and and

ard. cted

1946

treasurer; Glen C. Speakman, general sales manager, has been elected a vice-president and John Nelson, vice-president, has been appointed also a special representative of the company. Darius Melcher, assistant treasurer and manager of the Galesburg, Ill., division, has been appointed manager of the Minneapolis division.

The Giddings & Lewis Machine Tool Company, Fond du Lac, Wis., has acquired the Davis Boring Tool division of the Larkin Packer Company of St. Louis, Mo. After March 1, standard and special boring bars and cutters formerly manufactured in St. Louis, will be manufactured in the Giddings & Lewis plant at Fond du Lac.

Peter C. Gaffney, who recently ended three years of service with the armed forces, has returned to his former position of assistant secretary of the Southern Pine Association, with headquarters as before at New Orleans, La. S. P. Deas, who was acting assistant secretary during the absnees of Mr. Gaffney, has been appointed assistant manager.

The American Car & Foundry Co. has sold substantially all of its interest in the ACF-Brill Motors Company to Consolidated Vultee Aircraft Corporation. Charles J. Hardy, chairman of the American Car & Foundry Co., has resigned as an officer and director of ACF-Brill Motors and of the Hall-Scott Motor Car Company, a wholly-owned subsidiary of ACF-Brill, as also have other officers of the companies directly associated with American Car & Foundry Co.

The American Car & Foundry Co. itself, and a wholly-owned subsidiary, held as of recent date approximately 46 per cent of the voting control of ACF-Brill and owned also certain stock-purchase warrants of ACF-Brill entitling the owners to buy the

common stock.

#### Construction

GREAT NORTHERN.—This road has awarded a contract, amounting to \$125,000, to the Atherton Construction Company, Seattle, Wash., for the construction at Appleyard, Wash., of a hotel for employees. The two-story building will have 60 single rooms, six double rooms, dining facilities, a lobby, kitchen, cold storage rooms and manager's quarters.

New YORK CENTRAL.—This railroad has awarded a contract for the work necessary for the removal of three stokers and the installation of complete oil burning equipment for three 250-hp boilers at its boiler plant near pier 7, Weehawken, N. J., to W. F. Crane & Co., New York.

ERIE.—This road has under way three construction projects which are part of a general improvement plan and will be completed at a total cost of \$779,800. The work includes: Contract to the Wellman Engineering Company, Cleveland, Ohio, to furnish, deliver and install one 17-ton Hulett ore unloader at the River Bed dock

in Cleveland; installation of electric automatic crossing gates, with flashing light signals and advance warning signs in Garfield, N. J., and the installation of trucking platforms, rails and toggle pockets on three steel carfloats purchased some time ago.

#### Financial

Baltimore & Ohio. — Detroit-Toledo Trackage Rights.—Upon petition of the Railway Labor Executives Association and the Brotherhood of Railroad Trainmen, the proceeding in which the Baltimore & Ohio has been authorized by Division 4 of the Interstate Commerce Commission to operate passenger trains between Toledo, Ohio, and Detroit, Mich., under trackage rights on the line of the New York Central, in lieu of the operation of such trains by the Pere Marquette on its line between those points, has been reopened for argument before the full commission on February 13.

CHICAGO, BURLINGTON & QUINCY.-Joint Control of Bridge.—This company has applied to the Interstate Commerce Commission for approval of acquisition of joint control by it of the Missouri & Illinois Bridge & Belt, a 2.67-mile line, including a bridge crossing the Mississippi river at Alton, Ill., over which the Burlington has operated trains since 1906. As the principal user of this line, it desires to become an owner, and to that end has purchased or arranged to purchase at \$267 per share 390 of the 1,430 shares of the bridge company's stock. Other roads holding 130 shares each are the Baltimore & Ohio, Louisville & Nashville, Missouri-Kansas-Texas, Wabash, New York Central (Big Four) and Pennsylvania system, while the Missouri Pacific holds 260 shares.

CHICAGO & NORTH WESTERN.-Equipment Trust Certificates .- Division 4 of the Commerce Commission has authorized this company to assume liability for \$6,870,000 of 15/8 per cent equipment trust certificates sold at 100.5673 to Halsey, Stuart & Company and others, making the net cost of the proceeds to the road 1.55 per cent annually. The issue is in connection with the purchase of equipment to cost \$9,176,145, including 300 50-ton flat cars at \$3,313 each, from the Mt. Vernon Car Manufacturing Company; 800 50-ton 40-ft. box cars at \$3,495 each from the General American Transportation Corporation; 500 50-ton 50-ft. box cars at \$4,182 each from the Pullman-Standard Car Manufacturing Company; 400 70-ton gondolas at \$3,150 each from the Bethlehem Steel Company; 6 660-hp. Diesel-electric switching locomotives at \$59,750 each from the American Locomotive Company; and 11 Diesel-electric road locomotive units from the Electro-Motive Division of General Motors Corporation, including 4 2,000hp. passenger engines at \$183,501 each, 6 "A" unit 1,500-hp. freight engines at \$136,-992 each, and 1 "B" unit freight engine at \$120,785.

CHICAGO, MILWAUKEE, St. PAUL & PA-CIFIC.—Reorganization Appealed.—In an effort to obtain an equity in the reorganization of the Chicago, Milwaukee, St. Paul & Pacific a group of preferred stockholders of the old company has placed its case before the United States Circuit Court of Appeals. The action is an appeal on a recent ruling of U. S. District Judge Michael L. Igoe in which the jurist denied a plea for modification of his order of November 26, consummating and approving the Milwaukee reorganization plan, which wiped out all stockholders' equities.

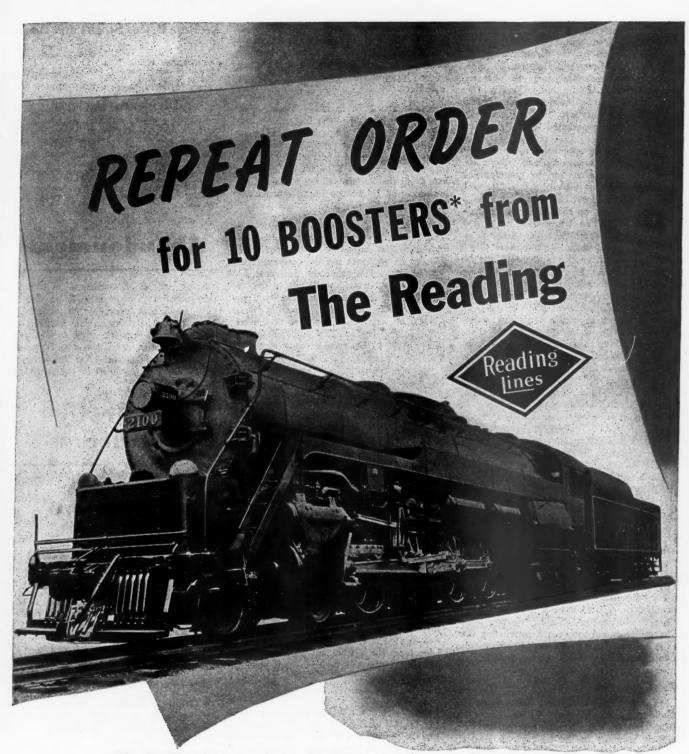
The appeal to the circuit court of appeals was filed on behalf of the former stockholders by a protective committee which had asked Judge Igoe to retain control of the railrood so that in the event a bill now pending in Congress, designed to restore stockholders' equities, should become law its benefits could be reaped by those holding former Milwaukee stock.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To Refund 59 Million.—This road has announced its intention to make a refund of approximately \$59,200,000 of its new first mortgage four per cent bonds of 1944 and has further declared that plans are under way for redemption of the outstanding issue on July 1 and its replacement with a new lower cost issue. The bonds, issued last year following the reorganization of the Milwaukee, are callable at 100 plus accrued interest or any interest payment date on 30 days' notice, plus a premium of five per cent if redeemed before January 1, 1945, and therefater at a premium one-fourth of one per cent less for each two years elapsed after January 1, 1945, until January 1, 1984.

CHICAGO, NORTH SHORE & MILWAUKEE. Files Reorganiation Plan.-Federal Judge Michael L. Igoe at Chicago has received a reorganiation plan offered by the trustees of the Chicago, North Shore & Milwaukee which would provide for stock and a cash payment of \$3,500,000 to lien bondholders who have total claims aggregating \$30,000,-000 and would, at the same time, wipe out unsecured creditors and stockholders. According to the plan capitalization of a proposed new corporation would consist of 500,000 shares of no par common stock, with the company free of any mortgage indebtedness, and management would be by a nine-man board of directors to be designated by the trustees and approved by the court.

Delaware & Hudson.—Extension of Maturity.—The Delaware & Hudson Railroad Corporation has asked the Interstate Commerce Commission to approve the extension to 1971 of the maturity date of \$10,000,000 of Albany & Susquehanna first mortgage bonds due in 1946, and the Delaware & Hudson Company has asked for authority to guarantee the extended bonds.

HAMPTON & BRANCHVILLE.—Construction of Extension.—Examiner Jerome K. Lyle has recommended in a proposed report that the Interstate Commerce Commission authorize this company to extend its line from Hampton, S. C., to a connection with the Southern near Lena, and by a spur to a connection with the Seaboard Air Line at Luray, a total distance of about 12 miles, subject to two conditions: (1)



The Reading Company has ordered ten more Boosters for 4-8-4 locomotives, which will make a total of thirty of these powerful engines for service on the Reading Lines.

These locomotives have consistently demonstrated the value added by the Booster, for efficient and economical train operation.

\*Trade Mark Reg. U. S. Pat. Off.



ul ers e-

il-

er ee

#### FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK . CHICAGO . MONTREAL

STEAM DISTRIBUTION SYSTEM . BOOSTER . RADIAL BUFFER . COMPENSATOR AND SNUBBER . POWER REVERSE GEARS AUTOMATIC FIRE DOORS . DRIVING BOX LUBRICATORS . STEAM GRATE SHAKERS . FLEXIBLE JOINTS . CAR CONNECTION

that the Charleston & Western Carolina be afforded free access to industries at Hampton served by the Branchville, and (2) that the Branchville agrees to purchase at salvage value, and to operate, unless relieved of the obligation by the commission, the Atlantic Coast Line's branch from Walterboro, S. C., to Ehrhardt if it should be abandoned by that carrier

within five years.

The project is supported by the state Public Service Commission and other state government agencies, and by communities and citizens in the vicinity. It is opposed by the Atlantic Coast Line, the C. & W. C., and communities on the A. C. L. Walterboro branch. The Branchville is owned by the Lightsey estate, which directly or indirectly will finance the extension without assistance from the general public, the examiner noted. The principal reason for building the extension is to afford the road connections with trunk line carriers other than the A. C. L. and its affiliate, the C. & W. C., and so to obtain additional routes for the traffic of a large plywood plant located at Hampton. The A. C. L. con-tended that the C. & W. C. is able to handle all the traffic originated in the territory, and that any rate advantage to be gained by the plywood plant can be adjusted without additional railroad construction. In addition, it was argued that loss of traffic on the A. C. L. Walterboro branch might necessitate its abandonment, which would adversely affect localities dependent on it.

The examiner based his recommendation on the fact that the Branchville, in order to enjoy a haul on most of its interchange traffic, must make such interchange at its junction with the A. C. L. Walterboro branch, which results in "what the Coast Line calls circuitous routing." As an A. C. L. affiliate serves Hampton directly, he observed, that road "for obvious reasons" is not interested in handling the traffic by its Walterboro branch in interchange with the Branchville; "thus the applicant cannot be said to have a friendly connection" with the A. C. L. system. examiner found the record convincing that the extension can be operated profitably and with advantage to the plywood plant and

other shippers.

MISSOURI-KANSAS-TEXAS. - Mergers. -Edward N. Claughton, a large stock-holder in the Missouri-Kansas-Texas, is reported to have acquired large common stock holdings in the Chicago & Eastern Illinois and the Chicago & Great Western. Mr. Claughton is said to advocate a merger of the three properties.

NEW YORK, NEW HAVEN & HARTFORD. Notes of Union.-The Union Freight Railroad Company, Boston, Mass., has applied to the Interstate Commerce Commission for authority to issue notes in the amount of \$170,000 to finance the purchase of five 44-ton Diesel-electric switching locomotives from the General Electric Company. The financing plan contemplates that the applicant would pay cash for the locomotives, the funds to be obtained on loan from the New England Trust Company which would accept the notes, secured by chattel mortgages on the equipment. notes would bear interest at a rate of two per cent and mature over a seven-year

period. The application states that competitive bidding for the notes appeared "neither warranted nor desirable," because the amount involved is small and it seemed unlikely that the notes would be attractive

SAVANNAH & ATLANTA.—Bonds.—This company has applied to the Interstate Commerce Commission for authority to issue \$950,000 of 33/8 per cent first mortgage bonds, due in 1964, the proceeds to be used to retire the unpaid \$774,000 portion of a loan from the Reconstruction Finance Corporation and to finance improvements and betterments.

SEABOARD AIR LINE.—New Securities .-The Seaboard Air Line Railroad has submitted to the Interstate Commerce Commission its program for the consummation of the reorganization of the Seaboard Air Line Railway, which contemplates the assumption of equipment obligations and the issue of the following new securities: \$32,-500,000 of series A 4 per cent first mortgage bonds due in 1996; \$52,500,000 of series A 4½ per cent general mortgage bonds due in 2021; \$15,000,000 of series A 5 per cent non-cumulative preferred stock; and 850,000 share of no-par common stock.

SOUTHERN PACIFIC .- Awards Bonds .-On February 4, the Southern Pacific awarded its \$50,000,000 of new first mortgage bonds, series E, maturing January 1, 1986, to Kuhn, Loeb & Co. on a bid of 100.6599 for a 21/8 percent coupon, a net interest cost to the railroad of about 2.847 percent. The bonds were re-offered at 1011/2, to yield 2.81 per cent to maturity, subject to the approval of the Interstate Commerce Commission. (Previous item in Railway Age of February 2, page 302.)

TOLEDO, ANGOLA & WESTERN .- Promissory Note.-Division 4 of the Interstate Commerce Commission has authorized this road to issue a \$180,000 promissory note, secured by first mortgage, carrying a 21/2 per cent annual interest rate and payable in installments of \$10,000 per annum until due in 1951. This note is to be given the Cleveland Trust Company to discharge an existing 3 per cent note of equal principal amount, now due.

Union Pacific. - Awards Bonds. - On February 6 the Union Pacific awarded \$44,493,000 of 27/8 per cent debentures maturing February 1, 1976, to Halsey Stuart & Co. and associates on a bid of 107.789. The price paid represented an annual interest cost to the railroad of less than 2.51 per cent—reportedly the lowest ever re-corded in American railroad history and almost on a par with the interest cost to the Treasury of the 2.2 per cent Victory Bonds marketed last fall.

The bonds were reoffered at 1091/2 subject to the approval of the Interstate Commerce Commission and were quickly taken by institutions and other investors. Later in the afternoon, with the subscription books closed, the bonds were selling at a fractional premium over the offering price. The investment yield to buyers was approximately 2.47 per cent. The proceeds are to be applied to the retirement at 103 of \$44,417,000 of 3½ per cent debenture bonds due in 1970 and 1971.

#### Average Prices Stocks and Bonds

Average price of 20 representative railway stocks. Average price of 20 representative railway bonds. 103.26 102.97 84.96

#### Dividends Deckared

Cleveland & Pittsburgh.—4% special guaranteed, quarterly, 50¢; 7% guaranteed, quarterly, 87%¢, both payable March 1 to holders of record February 11.

ary 11.

Green Bay & Western.—Annual, \$5.00, payable February 18 to holders of record February 8; Class A debentures, \$50.00, payable February 18 (no record date).

Peoria & Bureau Valley.—\$2.25, semi-annually, payable February 9 to holders of record January 28.

#### **Abandonments**

LOUISVILLE & NASHVILLE.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon a branch from Beltona, Ala., to Zola, 5.6 miles, and a segment of a branch from Zola to a point near Warrior, 1.65 miles. subject to the conditions for the protection of employees prescribed in the Burlington

#### Railway Officers

#### EXECUTIVE

- G. L. Cain has been appointed assistant to president of the Atlantic Coast Line at Atlanta, Ga.
- F. B. Robins has been appointed staff assistant for the Atlantic Coast Line with headquarters at Wilmington, N. C.
- J. R. Grimes, general agent, fuel department, of the Chicago, Burlington & Quincy at Chicago, has been appointed assistant to the vice-president, traffic, with the same headquarters, succeeding P. L. Smithburg, whose appointment as general agent at Detroit, Mich., is reported elsewhere in these columns.

Golder Shumate, vice-president in charge of freight traffic of the Baltimore & Ohio at Baltimore, Md., has been elected vice-president in charge of traffic, an extension of his jurisdiction to include pass-enger traffic. Howard E. Simpson, general passenger traffic manager, has been appointed assistant vice-president—traffic, with headquarters, as before, at Baltimore.

George LeBoutillier, whose retirement as vice-president of the Pennsylvania at New York was announced in the January 26 issue of Railway Age, was born at Cincinnati, Ohio, on February 2, 1876, and was graduated from the University of Cincinnati as a civil engineer in 1895. During summer vacations, Mr. LeBoutillier worked as a messenger for the Pittsburgh, Cincinnati, Chicago & St. Louis (part of the Pennsylvania System). He entered the permanent service of the Pennsylvania in August, 1895, as a rodman. From 1900 to 1914 he was engaged in engineering

#### FUEL-THRIFTY LOCOMOTIVES

## have Complete Arches



The heavier the load a locomotive has to haul, the greater becomes the fuel saving from maintaining a complete brick arch in the firebox.

Under today's heavy traffic conditions Security Sectional Arches not only are a greater fuel-saving factor than ever before, but cost less per thousand ton-miles to maintain.

Whenever a locomotive leaves the roundhouse be sure that its firebox arch is complete.

HARBISON-WALKER REFRACTORIES CO. Refractories Specialists



AMERICAN ARCH CO. INC. 60 East 42nd Street, New York 17, N. Y. Locomotive Combustion Specialists work (assistant division engineer, division engineer maintenance of way, division engineer) on several divisions; then was advanced to the superintendency of the Richmond division. From 1917 to 1920 he served as superintendent of the Logans-



George LeBoutillier

port, Cleveland and Pittsburgh divisions. In March, 1920, Mr. LeBoutillier was promoted to general superintendent of the Eastern Pennsylvania division, with head-quarters at Harrisburg, Pa., which position he maintained until he came to New York as vice-president of the Long Island in January, 1923. In November, 1927, he was given additional responsibilities as vice-president of the Pennsylvania. Mr. LeBoutillier serves also as a director and officer of various railroad companies affiliated with the Pennsylvania System.

John Charles White, whose appointment as vice-president of the Pennsylvania at New York was announced in the January 26 issue of Railway Age, was born at Huntingdon, Pa., on June 9, 1888, and was graduated from Pennsylvania State College (B. S., civil engineering, 1911). He entered the service of the Pennsylvania in 1912 as a chainman at Tyrone, Pa., subsequently serving as rodman and transitman. In 1917



John Charles White

he became assistant supervisor, Tyrone division, and in 1922, supervisor, Schuylkill division, later transferring to the Middle division. From 1928 to 1931, he served as division engineer of the Richmond, Logansport, and New York divisions, suc-

cessively. From 1931 to 1935, he was superintendent of the Monongahela, St. Louis, Eastern, and Philadelphia Terminal divisions successively. On January 1, 1935, Mr. White was named superintendent of freight transportation, Eastern region, then on April 1 of that year, superintendent of the Long Island. He advanced to general manager, Western region, at Chicago, on November 1, 1935, transferring to the Central region, with headquarters at Pittsburgh, Pa., on February 1, 1939, maintaining this position until his promotion on February 1.

#### FINANCIAL, LEGAL AND ACCOUNTING

J. G. Peterson has been appointed assistant secretary of the Missouri-Kansas-Texas, with headquarters at St. Louis, Mo.

W. E. Kline, whose promotion to real estate and tax commissioner of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in the Railway Age of December 1, was born at St. Louis on August 29, 1891, entered railroad service on July 13, 1910, as a clerk in the real estate



W. E. Kline

and tax department of the Missouri Pacific at St. Louis, and has spent his entire railroad career with that road. He served in various minor clerical positions until 1921, when he was promoted to junior tax agent. In 1928 he became senior tax agent, and in 1935 he was advanced to assistant real estate and tax commissioner, the position he held at the time of his recent promotion.

M. E. Clinton has been appointed assistant general solicitor of the Missouri-Kansas-Texas, with headquarters at Dallas, Tex.

Gordon G. Briggs, chief counsel of the Bangor Hydro-Electric Company, has been elected by the board of directors of the Bangor & Aroostook to be assistant general counsel with headquarters at Bangor, Me.

Edward C. Lanahan, assistant secretary of the Western Maryland at Baltimure, Md., now handles matters heretofore addressed to J. W. Broome, secretary, whose death is reported elsewhere in these columns.

C. D. Peet, assistant chief accounting and financial officer of the Missouri Pacific

at St. Louis, Mo., has been appointed chief accounting and financial officer, with the same headquarters, succeeding M. Eckert, who has retired. C. B. Moore, auditor of disbursements at St. Louis, has been promoted to general auditor, with the same headquarters, a newly-created position. J. E. McConnell, assistant auditor of disbursements, succeeds Mr. Moore as auditor of disbursements, with headquarters as before at St. Louis.

Emmett E. McInnis, general counsel of the Atchison, Topeka & Santa Fe at Chicago, has been appointed vice-president and general counsel, with headquarters as before at Chicago. Jonathan C. Gibson, general attorney at Los Angeles, Cal., has been promoted to general solicitor at Chicago, succeeding Charles H. Woods, who has retired after 42 years of service in the law department. Leo E. Sievert, attorney at Los Angeles, succeeds Mr. Gibson as general attorney, with the same headquarters. K. O. Mott-Smith, general attorney at New York, has been transferred to Chicago.

Frank A. Deverell, whose retirement as assistant comptroller of the Baltimore & Ohio at Baltimore, Md., was announced in the January 12 issue of Railway Age, was born in London, England, on July 20, 1874. He was graduated from Blackheath College, London, and entered railway service in 1892 as a clerk for the Great Northern. In 1902, he went with the Chicago, Rock Island & Pacific as chief clerk to comptroller, joining the Cincinnati, Hamilton & Dayton (now B. & O.) and the Pere Marquette in the same capacity in 1904. In 1905 he became auditor disbursements for these roads, leaving their service later that year to become secretary and treasurer of Ohio Electric. He re-turned to the C. H. & D. and P. M. in 1906 as auditor disbursements. In 1907 Mr. Deverell was advanced to general auditor for the C. H. & D. He became assistant general auditor of the Baltimore & Ohio in 1917, advancing to assistant to federal manager in July, 1918 and assistant federal auditor in December, 1918. Mr. Deverell was promoted to assistant comptroller in 1920.

#### **OPERATING**

W. B. Adams has been appointed assistant general superintendent of the Lehigh & New England, with headquarters at Pen Argyl, Pa.

Morris Singletary has been appointed supervisor of stations for the New York Central, with headquarters at Cleveland, Ohio.

S. W. Rogers has been appointed superintendent of the Cincinnati Union Terminal Company, with headquarters at Cincinnati, Ohio. The position of assistant to the manager has been abolished.

F. P. Sisson, chief engineer of the Grand Trunk Western, has been appointed engineering assistant to the general manager, with headquarters as before at Detroit, Mich.

W. L. Wilson, assistant superintendent of the Canadian Pacific at Moose Jaw,

## IDEALS



This company was established thirty-five years ago to design and manufacture steam superheaters and other devices for increasing the power output of steam locomotives. Sound engineering principles have been adhered to, with no deviation from that policy.

Today, locomotive equipment bearing the name ELESCO represents the best.



## THE SUPERHEATER COMPANY Representative of AMERICAN THROTTLE COMPANY, INC. 60 East 42nd Street, NEW YORK 122 S. Michigan Ave., CHICAGO

Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • American Throttles

the ert, itor een

J. dis-

be-

isel

at ent as

has hiho the

atib-

me

en-

ent ore ed ge, 20, the vehicle in or ein of district &

nt [r.

ral ti, he Sask., has been promoted to superintendent of the Kenora division, with headquarters at Kenora, Ont., succeeding J. D. Fraine, who has retired.

George W. Covert, recently returned from foreign military service as a lieutenant colonel in the Army of the United States, has been appointed assistant general superintendent of the Montour, with office at Coraopolis, Pa.

C. F. Abrams has been appointed trainmaster of the Atchison, Topeka & Santa Fe, with headquarters at Clovis, N. M., succeeding T. J. Anderson, who has been transferred to the Slaton division, with headquarters at Slaton, Tex., replacing J. D. Raymond, who has been assigned to other duties.

Arthur W. Conley, whose appointment as chief of yard and terminal operations of the Baltimore & Ohio at Baltimore, Md., was announced in the January 12 issue of Railway Age, was born on January 22, 1901. He began his railroad career in 1922 as a yard clerk and switch tender for the Baltimore & Ohio at Benwood, W. Va. In 1923, he became clerk, then served



Arthur W. Conley

successively as checker, yardmaster, general yardmaster, assistant trainmaster and terminal trainmaster. Mr. Conley was advanced to terminal superintendent of the Buffalo-Rochester division at Buffalo, N. Y., in 1942, and was named acting general supervisor of terminals at Baltimore, Md., in April, 1944. His appointment as general supervisor of terminals there became effective in July of the same year, and he maintained the latter position until his recent promotion.

J. W. Knapp has returned to his former duties as trainmaster, Rivanna sub-division, for the Chesapeake & Ohio with headquarters at Richmond, Va., after two years' service in the United States Armed Forces. W. C. Fox, trainmaster at Richmond in Mr. Knapp's absence, has been appointed to the newly-created position of trainmaster, Virginia Air Line, Buckingham and Alberene sub-divisions, and Strathmore Yard, with headquarters at Strathmore, Va.

J. J. Frawley, whose appointment as assistant general manager of the New York Central at Cleveland, Ohio, was announced in the Railway Age of November 24, was born at Buffalo, N. Y., in 1888. He entered the service of the Pennsylvania there in 1902, as a messenger. In 1906 he was promoted to telegraph operator; in



J. J. Frawley

1914 to train dispatcher, remaining at Buffalo, and in 1916 he was appointed yard-master at Erie, Pa. Remaining at Erie, Mr. Frawley was advanced successively to trainmaster in 1918, assistant superintendent in 1937, and superintendent of the Erie division in 1940, maintaining the latter post until his advancement last November.

W. S. Hall, whose promotion to assistant general manager of the Canadian Pacific, with headquarters at Vancouver, B. C., was reported in the Railway Age of January 12, was born at Montreal, Que., on May 23, 1884, and entered railroad service in 1901 with the Denver & Rio Grande Western at Denver, Colo. On April 1, 1903, he entered the service of the Canadian Pacific as clerk in the general superintendent's office at Calgary, Alta., and served in various clerical capacities until October 29, 1907, when he became chief clerk in the superintendent's office at Cranbrook, B. C., being appointed



W. S. Hall

yardmaster there on May 26, 1910. From August 1, 1914 to July 23, 1920, he served as trainmaster at Red Deer, Alta., being promoted on the latter date to superintendent at Cranbrook, whence he was transferred to the Portage division on February 24, 1922, and later to the Brandon

division on July 1, 1928. Mr. Hall was advanced to general superintendent on May 15, 1933, with headquarters at Moose Jaw, Sask., where he remained until August 1, 1938, when he was transferred to Winnipeg, Man. On May 1, 1944, he was transferred to Calgary, and served there until the time of his recent promotion.

W. C. Pruett, recently released from the armed forces, has been appointed superintendent of the Northwestern district of the Missouri-Kansas-Texas, with headquarters at Wichita Falls, Tex. C. A. Birge, Jr., has been appointed assistant superintendent of safety-rules examiner, with headquarters at Dallas, Tex.

W. E. Eagan, assistant superintendent of the St. Louis-San Francisco at Fort Scott, Kan., has been appointed acting superintendent of terminals at Memphis, Tenn., succeeding O. L. Young, who has been granted leave of absence on account of illness. L. E. Sullivan has been appointed acting assistant superintendent at Fort Scott, replacing Mr. Eagan.

John Hewes, Jr., superintendent of car service of the Baltimore & Ohio at Baltimore, Md., has been granted a leave of absence to serve as railroad car service expert for the European Central Inland Transport Organization, the purpose of which is the rehabilitation of Europe's inland transport. Mr. Hewes will have charge of a uniform system of interchange of railroad locomotives and cars between the countries of Western Europe. E. R. Gaither will serve in Mr. Hewes' post during his absence.

Joseph Duncan Clarke, whose retirement as superintendent of freight transportation of the Baltimore & Ohio at Baltimore, Md., was announced in the January 12 issue of Railway Age, was born at Louisville, Ky., on August 31, 1878. He entered railroading in 1895 as a clerk with the Cleveland, Cincinnati, Chicago & St. Louis, subsequently becoming a car distributor, and, in 1907, chief clerk in the transportation department. Mr. Clarke went with the Baltimore & Ohio in the same capacity in 1913. He was advanced to superintendent of transportation, Eastern lines, in 1920, then superintendent of reight transportation in 1929. The position of superintendent of freight transportation was abolished effective January 1, the date of Mr. Clarke's retirement.

Elgin Hicks, who has been acting superintendent of the Union Pacific at Omaha, Neb., since last November 26, has been appointed superintendent of the Nebraska division, with headquarters as before at Omaha, succeeding E. H. Bailey, who has been transferred to the Wyoming division, with headquarters at Cheyenne, Wyo., replacing J. E. Mulick, who becomes assistant superintendent of the first and second Nebraska subdivisions and branches, with headquarters at Omaha. A. E. Stoddard, recently released from the armed forces, a former superintendent of the Wyoming division, has been appointed superintendent of the Kansas division, with headquarters at Kansas City, Mo. T. F. Shanahan, assistant superintendent at Omaha, has been transferred to the third

# HSC Electronic Drakes Provide for the Foreseeable Future

Some scientists believe atomic power can be used to run railroad locomotives. If so, what type of brake will be required to control this new form of energy with the same degree of precision, smoothness, and safety as present day brakes? Speculative thinking, of course! But the pattern in modern braking is clearly defined. Most of ordering railroads now specify "HSC" electro-pneumatic brakes for passenger cars. The complete schedule embraces the modern ultimate in safety and passenger comfort. It is the basis which permits forseeable expansion in schedules and speeds beyond present day requirements without alterations of major character.



For safety, speed, and passenger comfort specify the complete "HSC" schedule—

Electro-pneumatic—improves schedules with flexibility and smoothness

Speed Governor Control—for control of high braking forces "AP" Decelostat—for anti-wheel sliding protection.

### Westinghouse Air Brake Company

Wilmerding, Pa.

and fourth subdivisions, with headquarters at North Platte, Neb. L. O. Pope, trainmaster at North Platte, has been transferred to the second subdivision and branches at Grand Island, Neb. R. W. McSpadden, assistant superintendent at North Platte, becomes trainmaster at Sidney, Neb.

C. A. Cotterell, whose retirement as assistant general manager of the Canadian Pacific, with headquarters at Vancouver, B. C., was reported in the Railway Age of January 12, was born on January 18, 1876, and entered railway service in June, 1890, as a messenger on the Canadian Pacific, serving as operator, agent and train dispatcher at various points until January, 1901, when he was appointed dispatcher on the Fort William division, later being promoted to chief dispatcher of the same division. From September, 1906, to May, 1908, Mr. Cotterell served as a dispatcher and chief dispatcher on the Great Northern at Spokane, Wash., returning to the C. P. R. at the end of this period and serving as a pit foreman, trainmaster and chief dispatcher on the Saskatoon division until January, 1909. From the end of this period until May, 1913, Mr. Cotterell served as chief dispatcher, trainmaster and acting superintendent on the Revelstoke, Nelson and Vancouver divisions, then being op-pointed superintendent of the latter division. In April, 1916, he was transferred to the Lethbridge division, and in March, 1918, he was transferred to the Medicine Hat division. In October of the same year, Mr. Cotterell was promoted to assistant general superintendent of the British Columbia district, and in July, 1926, he was further advanced to general superintendent of the same district with headquarters at Vancouver. In September, 1934, he was promoted to the position he held at the time of his retirement.

#### TRAFFIC

J. E. Pilon has been appointed district freight and passenger agent of the Union Pacific, with headquarters at Atlanta, Ga.

William C. Klomp, assistant general agent, passenger department, of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been appointed assistant to the general passenger agent, with the same headquarters.

V. B. Gilman, general freight agent of the Texas & Pacific at Dallas, Tex., has been promoted to freight traffic manager, with the same headquarters, succeeding A. P. Smirl, whose death on January 8 was reported in the Railway Age of January 19. Frank Wilson, assistant general freight agent, has been promoted to general freight agent, with headquarters as before at Dallas, succeeding Mr. Gilman.

W. F. Backus, general freight agent of the New York, Chicago & St. Louis, has been appointed assistant freight traffic manager, with headquarters as before at Cleveland, Ohio. A. E. Pfaff, assistant general freight at Cleveland, has been named general freight agent there, succeeding Mr. Backus. S. Shapiro, division freight agent at St. Louis, Mo., has been appointed assistant general freight agent,

with headquarters at Cleveland, succeeding Mr. Pfaff.

R. P. Paterson, whose retirement as freight traffic manager of the Pere Marquette, with headquarters at Detroit, Mich., was reported in the Railway Age of February 2, was born at Linwood, Ont., on



R. P. Paterson

June 28, 1874, entered railroad service on September 15, 1890, in the general freight office of the Chicago & West Michigan (now part of the Pere Marquette), and served successively as stenographer, junior clerk, rate clerk, and chief tariff clerk. After the Chicago & West Michigan became part of the Pere Marquette in 1900, Mr. Paterson served as chief tariff clerk. chief claim clerk, and chief clerk of the freight traffic department until September 1, 1910, when he was promoted to assistant general freight agent. From March 1, 1920 to March 16, 1927, he served as general freight agent, being advanced on the latter date to the position of assistant freight traffic manager. On October 22, 1929, he was promoted to the position he held at the time of his retirement.

P. J. Conrad, whose promotion to freight traffic manager—Lines West—of the Chicago, Burlington & Quincy, with headquarters at Omaha, Neb., was reported in the Railway Age of December 29, was born in Chicago on April 26, 1904, and entered railway service on February 20, 1920, as a clerk in the traffic department of the Chicago, Rock Island & Pacific at Chicago. On February 1, 1924, he went with the Southern Pacific at Chicago as a rate clerk, later becoming city freight agent, and on October 1, 1927, he went with the Western Pacific as chief clerk to the assistant traffic manager at Chicago. Mr. Conrad was promoted to foreign freight agent, with headquarters at San Francisco, Cal., on September 1, 1931, and on December 16, 1935, he went with the Burlington as foreign freight agent, with headquarters at Chicago. On January 2, 1940, he was advanced to assistant freight traffic manager, with the same headquarters, the position he held at the time of his recent promotion.

H. B. Halsted, whose promotion to assistant to the vice-president, traffic, of the Kansas City Southern, with headquarters at Kansas City, Mo., was reported in the Railway Age of January 12, was born at

Hibbing, Minn., on August 10, 1896, and entered the service of the Kansas City Southern in 1927, as traveling freight agent, with headquarters at Detroit, Mich. In 1929 he became commercial agent at Milwaukee, Wis., and was advanced to general agent at Detroit in 1930. Mr. Halsted was promoted to district traffic manager at Chicago in 1940, and served in that capacity until his recent promotion.

Edward N. Mayer, whose appointment as general freight agent of the Boston & Maine at Boston, Mass., was announced in the February 2 issue of Railway Age, began his railroad career as a clerk for the Erie in 1916. He joined the Boston & Maine in 1927, as chief clerk at Chicago. He was successively promoted to traffic representative and commercial agent, both at Chicago. In June, 1944, he



Edward N. Mayer

went to Detroit as general agent, and held this post until his appointment as general freight agent became effective on January 5.

#### **ENGINEERING & SIGNALING**

H. K. Morrison, terminal engineer, Montreal Terminals and St. Jerome divisions, Montreal, Que., has been appointed district engineer there, succeeding H. E. Smith, deceased.

L. H. Laffoley, assistant engineer of buildings of the Canadian Pacific at Montreal, Que., has been advanced to engineer of bridges there, succeeding N. B. Reardon, who has retired after more than 33 years' service.

William J. Govett, valuation engineer of the Chicago, Rock Island & Pacific at Chicago, has been appointed acting engineer of capital expenditures, with the same headquarters, succeeding Charles P. Richardson, whose appointment as terminal engineer of the Chicago South Side Railroad Terminal Committee was reported in the Railway Age of January 12.

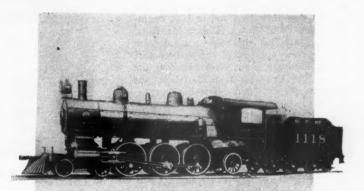
Colonel Frederick W. Biltz, formerly engineer maintenance of way of the Reading, has returned from military service, and has been promoted to assistant chief engineer, with headquarters at Reading, Pa. Mr. Biltz was born on August 15, 1892, at Ashland, Pa., and was graduated from Lafayette College (civil engin-

## Long Term Satisfaction on the MISSOURI PACIFIC



STEAM locomotives that haul the Sunshine Special and other famous Missouri Pacific Lines trains have for more than 36 years been kept at peak operating efficiency with HUNT-SPILLER GUN IRON parts. Railroading has seen many changes in that time, but HSGI components meet the Missouri Pacific's requirements today as they did when 1118, with its high trailer wheels, was a familiar sight along its division.

Benefit from the experience of the Missouri Pacific, one of the 76 Class I roads which have used HSGI since the early years of this century; specify HUNT-SPILLER GUN IRON for your power.



One thousand numbers and one generation apart, these two locomotives illustrate motive power evolution on the Missouri Pacific.



### HUNT-SPILLER MFG. CORPORATION

N. C. RAYMOND, President

E. J. FULLER, Vice-Pres. & Gen. Mgr

383 Dorchester Ave.

South Boston 27, Mass.

Canadian Representative: Joseph Robb & Co., Ltd., 5575 Cote St. Paul Rd., Montreal, P. Q.

Export Agents:
International Rwy. Supply Co., 30 Church Street, New York 7, N. Y.

Cylinder Bushings Cylinder Packing Rings Pistons or Piston Bull Ring Valve Bushings

Hub Liners
Shoes and Wedges
Floating Rod Bushings
Light Weight Valves
Vlinder Liners and Piston

Dunbar Sectional Type Packing Duplex Sectional Type Packing for Cylinders and Volves. (Duplex Springs for Above Sectional Packing) Cylinder Snap Rings eering, 1917). He then entered railway service as a levelman with the Reading at Philadelphia, Pa., advancing to assistant supervisor of track in that same year. After service during World War I as a commissioned officer overseas in the rail-



Bachrach
Colonel Frederick W. Biltz

way transportation corps of the American Expeditionary Forces, he returned to the Reading in 1919 as assistant supervisor of track at Tamaqua, Pa. Promoted to supervisor of track at Olney, Pa., in 1922, he became assistant division engineer at Reading in 1934, then in 1936, assistant to the general superintendent, and in 1941 engin-eer maintenance of way. During Mr. Biltz' absence since 1943 he rose to a colonelcy in the Army and served the greater part of the time as commanding officer of the 712th Railway Operating Battalion, the Reading-sponsored unit, as well as engaging in reconnaissance and restoration of lines of communication for United States armies through France, Belgium, Netherlands, and Germany.

W. B. Kuersteiner, whose promotion to associate bridge engineer of the Louisville & Nashville, with headquarters at



W. B. Kuersteiner

Louisville, Ky., was reported in the Railway Age of January 26, was born at Louisville on October 17, 1889, received his technical education at Rose Polytechnic Institute, and entered railroad service in 1910 as a draftsman in the office of the chief engineer of the Louisville & Nashville at Louisville. On September 1, 1913 he was appointed assistant engineer. After his release from the armed forces at the termination of World War I, Mr. Kuersteiner returned to the Louisville & Nashville in 1920 as assistant bridge engineer, the position he held at the time of his recent promotion.

William S. Broome, whose promotion to assistant chief engineer of the Burlington Lines, with headquarters at Denver, Colo., was reported in the Railway Age of January 19, was born at St. Jo, Tex., on August 26, 1893, and was graduated from the A. & M. College of Texas in 1914. He entered railway service in June, 1914, as a rodman on the Houston & Texas Central (now part of the Southern Pacific Lines in Texas and Louisiana) at Ennis, Tex., later serving as a transitman at Houston, Tex. In November, 1915, he went with the Atchison, Topeka & Santa Fe as a draftsman in the valuation department at Amarillo, Tex., and from September, 1916, to January, 1918, he served as a field draftsman and transitman at various points in Texas, Oklahoma, New Mexico and Missouri. On the latter date,



William S. Broome

Mr. Broome went with the Forest Products Laboratory at Madison, Wis., as an assistant engineer. In December, 1918, he returned to Texas as assistant engineer on the Ft. W. & D. C. at Ft. Worth, Tex., later serving as division engineer at Childress, Tex., office engineer, with headquarters at Ft. Worth, and location and division engineer at Plainview, Tex. In November, 1928, Mr. Broome was appointed engineer of the Trinity & Brazos Valley (now the Burlington-Rock Island), with headquarters at Houston, and continued as engineer of the Burlington-Rock Island until January, 1942, when he was advanced to engineer, maintenance of way, with headquarters at Denver, the position he held at the time of his recent promotion.

Edward L. Gosnell, assistant chief engineer of the Baltimore & Ohio at Baltimore, Md., has been appointed chief engineer there, succeeding Eugene Y. Allen, who has retired. Mr. Gosnell was born on August 17, 1887 at Granite, Md., and was graduated from St. Johns College in 1906, beginning his railway career in that year on construction work for the Baltimore &

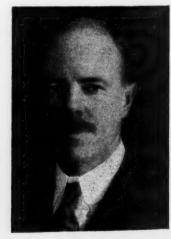
Ohio. He served at Cleveland, Ohio, Grafton, W. Va., and Cincinnati, Ohio. After a period out of railway service from 1914 to 1916, he was appointed resident engineer for the B. & O. at Cincinnati, later advancing to assistant engineer and



Edward L. Gosnell

office engineer. In 1918, he was transferred to Baltimore as assistant to chief engineer, and was promoted to principal assistant engineer there in 1930. He became assistant chief engineer in 1941, maintaining this position until his advancement on February 1.

Mr. Allen was born at Camden, N. J., and was graduated from Princeton University with a civil engineering degree in 1899. He entered railroad service in 1901 with the Long Island, then joined the Hudson & Manhattan. From 1907 to 1914, Mr. Allen held positions not in railway service, then joining the Philadelphia & Reading (now Reading) and the Central of New Jersey as assistant valuation engineer, becoming valuation engineer in 1919. In 1921, he was valuation engineer for the P. & R. alone, and in 1924, for the Reading. He was promoted to special engineer of the Reading in 1934 and assistant chief



Eugene Y. Allen

engineer in 1938. In 1943, Mr. Allen was named chief engineer, which position he held until his retirement.

Norman Watson, electrical engineer in the architects department of the Canadian

## MILES

nati,

## at LESS COST

With G-R-S Centralized Traffic Control

You can secure more gross ton miles per train hour at less cost with G-R-S Centralized Traffic Control because this modern system —

Eliminates train orders and time-table superiority

Directs train movements entirely by signal indications

Eliminates numerous costly delays

Saves many tonnage-train stops

Makes possible many non-stop meets and passes

Makes possible closer meets and passes

Increases average speed of freight trains

Increases traffic capacity

Provides frequent, automatic "OS"

Affords maximum facility and flexibility in handling train movements

G-R-S Centralized Traffic Control soon pays for itself from savings effected. Ask our nearest office to demonstrate the possibilities of cTc on your railway.

National, has been appointed electrical and mechanical engineer, with headquarters as before at Montreal, Que. Mr. Watson assumes the duties of H. C. Cann, mechanical engineer, who has been transferred to the hotel department as supervisory engineer at Ottawa, Ont.

James B. Akers, assistant chief engineer of the Southern at Washington, D. C., has been appointed chief engineer there, succeeding Bernard Herman, who has retired after more than 45 years' service. George L. Sitton, chief engineer of maintenance of way and structures at Charlotte, N. C., succeeds Mr. Akers as assistant chief engineer at Washington, and is succeeded by T. M. von Sprecken, whose appointment was announced in the Railway Age of February 2.

E. P. Benedict, whose promotion to assistant bridge engineer of the Louisville & Nashville, with headquarters at Louisville, Ky., was reported in the Railway Age of January 26, was born at Louisville on January 24, 1885, and entered railroad service on July 24, 1905, as a draftsman in



E. P. Benedict

the office of the chief engineer of the Louisville & Nashville at Louisville. On April 16, 1917, Mr. Benedict was advanced to assistant engineer in the bridge department of the chief engineer's office, with the same headquarters, and served in that capacity until the time of his recent promotion.

H. W. Fleming, engineer maintenance of way of the Canadian National's central region at Toronto, Ont., has been promoted to chief engineer of the Grand Trunk Western with headquarters at Detroit, Mich., succeeding F. P. Sisson, whose appointment to engineering assistant to the general manager is reported elsewhere in these columns. J. W. Demcoe, division engineer, Toronto Terminal divisions, Canadian National, at Toronto, has been advanced to engineer maintenance of way there, succeeding Mr. Fleming.

#### **MECHANICAL**

Carl R. Rosenberg has been appointed assistant engineer motive power of the Bessemer & Lake Erie, with headquarters at Greenville, Pa. G. Charles Hoey has been named assistant mechanical engineer there. Arnold Meyers, equipment inspector, has become assistant master car

builder, with headquarters as before at Greenville.

R. C. Cross has been appointed master mechanic of the New York Central at Columbus, Ohio. S. T. Kuhn has been appointed master mechanic at Toledo, Ohio. W. N. Nagle has been appointed superintendent of shops at Collinwood, Ohio.

F. D. Dunton, master mechanic of the Erie at Avoca, Pa., has been transferred to Secaucus, N. J., succeeding H. I. Phelps, whose transferral to Meadville, Pa., was announced in the February 2 Railway Age.

John Roberts, managing director of National Railways Munitions, Ltd., operated by the Canadian National, at Montreal, Que., retired on January 15, the time of the cessation of the activities of the munitions plant, after a 44-year career in railroading.

Martin R. Slack, assistant superintendent of the Van Nest shops of the New York, New Haven & Hartford at New York, has been appointed superintendent of the shops, succeeding John W. O'-Meara, who has retired after 51 years' service. Ernest J. Kelly, chief inspector at Van Nest shops, succeeds Mr. Slack as assistant superintendent, while Baden P. Taylor, foreman at the shops, has been advanced to chief inspector, succeeding Mr. Kelly.

F. R. Hosack, whose appointment to assistant chief mechanical officer of the Missouri Pacific, with headquarters at St. Louis, Mo., was reported in the Railway Age of January 26, was born at Cumberland, Md., on March 3, 1899, and entered railroad service on August 1, 1915, as an apprentice machinist with the Southern Pacific at Ennis, Tex. Released from the armed forces in September, 1919, he became a machinist on the Atchison, Topeka & Santa Fe at Temple, Tex. On May 4, 1920, he went with the International-Great Northern, and served at various points on that line as mechanical foreman, enginehouse foreman, and general foreman until December 31, 1930, when he entered the service of the St. Louis, Brownsville & Mexico first as general foreman at Kingsville, Tex., and later as master mechanic. On January 1, 1937, Mr. Hosack became mechanical superintendent of the Western district of the Missouri Pacific at St. Louis, and served in the capacity until he entered the armed forces on August 15, 1942.

#### SPECIAL

E. L. Henry, superintendent of safety of the Chicago & North Western at Chicago, has retired after 45 years of service with that road.

J. R. Thexton, division superintendent of the Delaware, Lackawanna & Western at Hoboken, N. J., has been appointed superintendent of safety there, succeeding Frank Cizek, who retired on December 31 after 47 years' service.

S. S. Allison, trainmaster of the Atchison, Topeka & Santa Fe at San Bernardino, Cal., has been appointed safety supervisor

of the Los Angeles division, with the same headquarters, succeeding L. H. Collett, who has retired after more than 50 years of service.

A. F. Winkel, assistant superintendent of safety-rules examiner of the Missouri-Kansas-Texas at Dallas, Tex., has been promoted to superintendent of safety, with the same headquarters, succeeding W. Wackher, who has retired.

#### **OBITUARY**

Joseph W. Broome, secretary of the Western Maryland at Baltimore, Md., for the past 24 years, died on January 23.

John A. Hancock, assistant treasurer of the Chesapeake & Ohio at Richmond, Va., died on January 28.

F. G. Ginder, senior traveling auditor of the Central of New Jersey with head-quarters at Jersey City, N. J., died on January 8, after 44 years' service.

Edward B. Hardin, treasurer and general auditor of the Piedmont & Northern and the Durham & Southern, whose death was reported in the February 2 issue of Railway Age, was born on June 7, 1880, near Blacksburg, S. C. He entered railroading with the Southern in 1895 as a water pumper, and later became a clerk in the freight office at Blacksburg, then, in 1908, agent at Kings Mountain, N. C. He joined the Piedmont & Northern, accounting department, at Charlotte, N. C., in 1912, and was later advanced to chief clerk of the department. He became auditor of the Piedmont & Northern in 1922, and in 1924, general auditor of the Durham & Southern. In 1931, he was named general auditor of both companies, and in 1939 was elected by the boards of directors to the office of treasurer of both roads, which posts he maintained until his death on December 23.

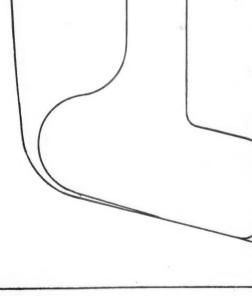
A. P. Smirl, freight traffic manager of the Texas & Pacific, with headquarters at Dallas, Tex., whose death on January 8 was reported in the Railway Age of January 19, was born at Wellsville, Mo., on February 2, 1877, entered railroad service on October 1, 1891, with the St. Louis Southwestern, and served in various capacities in the accounting department until June 7, 1909, when he became chief clerk to the general agent of the International-Great Northern at St. Louis, Mo. On September 1, 1911, he became commercial agent of the Texas & Pacific, with the same headquarters, and served in that capacity until September 15, 1918, when he was promoted to division freight and passenger agent at Shreveport, La. He was advanced to assistant general freight agent at Dallas on March 1, 1920, and on February 1, 1922, he was promoted to assistant traffic manager, first at New Orleans, La., and later From May 16, 1927, to November 11, 1938, Mr. Smirl served as assistant to the vice-president, solicitation, returning on the latter date to the position of assistant traffic manager. On October 1, 1945, he was advanced to freight traffic manager, the position he held at the time of his death.

### FLANGEFREE RAIL

FLANGEFREE R.E-131-COR 50 years our name has been associated with the recognized improvements in rail and joint bar Based upon service observations we from time to time have made logical revisions of our designs, thereby making our development a progressive one yielding greater and great-

FLANGEFREE RAIL and JOINT BARS fulfill the aims of a half century's specialized efforts.

Our license agreement with railroads covers rolling rights for Flangefree Rail and Joint Bars.



Pat'd U. S. A. and Canada

#### THE THOMSON RAIL CORPORATION OF NEW YORK

Pennsylvania Building, Philadelphia, Pa.

sections.

er efficiency.

ars

lent uri-

W.

the for

rer

ond,

itor adon

en-

ern ath

of

ail-

in

He nt-12,

the the

24,

th-

divas the

ich

at 8

ıuon ice uis

a-til rk alp-ial

ne ity as er ed las

22, ner m-

nt

is-45,

#### Operating Revenues and Operating Expenses of Class I Steam Railways

(Switching and Terminal Companies Not Included)

#### FOR THE MONTH OF NOVEMBER, 1945 AND 1944

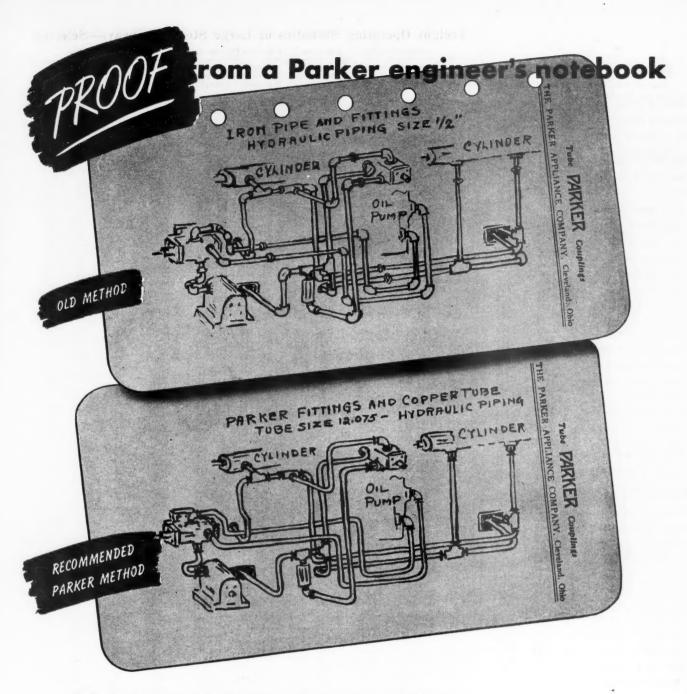
Item	United	States	Eastern ]	District	Southern	District	Western District		
1 içan	1945	1944	1945	1944	1945	1944	1945	1944	
Miles of road operated at close of	222 112	222 252	55.000	# C 00#	44.400	12.045	100.004	400.044	
month	228,119	228,350	55,993	56,035	43,322	43,365	128,804	128,950	
Freight	\$463,682,104	\$584,993,774	\$176,807,810	\$217,011,677	\$91,940,803	\$110,083,419	\$194,933,491	\$257,898,678	
Passenger	145,555,281	140,287,976	59,329,174	56,116,755	23,588,274	26,746,245	62,637,833	57,424,976	
Mail	10,668,727	11,543,295	3,786,261	3,892,960	1,838,805	1,993,288	5,043,661	5,657,047	
Express	10,661,860	12,955,434	2,478,428	3,659,355	1,737,111	1,885,513	6,446,321	7,410,566	
All other operating revenues	30,613,204	30,450,046	13,087,443	13,098,602	4,297,141	4,589,980	13,228,620	12,761,464	
Railway operating revenues	661,181,176	780,230,525	255,489,116	293,779,349	123,402,134	145,298,445	282,289,926	341,152,731	
Expenses:	110 (82 225	100 216 207	20 500 000	20 210 005	10 555 505	17 172 000	54,528,646	45 044 000	
Maintenance of way and structures Depreciation	112,673,335	102,316,327 8,912,026	38,568,962 4,340,580	39,318,205 3,892,970	19,575,727 1,585,440	17,153,220 1,456,649	4.091.954	45,844,902 3,562,407	
Retirements	3,583,988	2,800,894	335,119	687,039	362,284	389,895	2,886,585	1,723,960	
Deferred maintenance	*217.800	224,632	104.694	163,945	302,204	307,073	*322,494	60,687	
Amortization of defense projects	7,008,968	1,799,697	99,235	579,738	341,310	318,699	6,568,423	901,260	
Equalization	*1,812,891	*1,060,562	*154,715	*180,818	*1,490,432	*280,325	*167,744	*599,419	
All other	94,093,096	89,639,640	33,844,049	34,175,331	18,777,125	15,268,302	41,471,922	40,196,007	
Maintenance of equipment	149,943,447	131,532,512	50,793,462	54,308,226	24,751,516	25,340,565	74,398,469	51,883,721	
Depreciation	18,006,491	18,005,369	7,527,295	7,616,354	3,611,685	3,601,588	6,867,511	6,787,427	
Retirements	*20,897	3,218	*762	*1,192	*8,372	381	*11,763	4,029	
Deferred maintenance and major	#07 100	#71 100	*4 400	688			*82,683	#E1 042	
Amortization of defense projects	*87,182 32,820,047	*51,188 15,719,400	*4,499 2,344,092	5,175,621	3,026,122	3,853,357	27,449,833	*51,843 6,690,422	
Equalization	*10.413	*56,171	*1,054	*9,064	*17,605	*8,376	8,246	*38,731	
All other	99,235,401	97.911.884	40,928,390	41,525,852	18,139,686	17,893,615	40,167,325	38,492,417	
Traffic	12,133,698	11,626,848	4,228,035	4,135,039	2,408,198	2,204,203	5,497,465	5,287,606	
Transportation—Rail line	245,486,687	252,212,040	105,371,369	109,207,519	41,682,509	42,617,823	98,432,809	100,386,698	
Transportation-Water line	580	414					580	414	
Miscellaneous operations	10,663,954	9,891,092	3,934,682	3,529,728	1,487,136	1,528,175	5,242,136	4,833,189	
General	17,647,949	16,655,856	7,242,166	6,685,741	3,578,760	3,351,371	6,827,023	6,618,744	
Railway operating expenses	548,549,650	524,235,089	210,138,676	217,184,458	93,483,846	92,195,357	244,927,128	214,855,274	
Net revenue from railway operations	112,631,526	255,995,436	45,350,440	76,594,891	29,918,288	53,103,088	37,362,798	126,297,457	
Railway tax accruals	39,395,330	147,369,337	15,720,672	39,144,494	13,928,273	34,224,652	9,746,385	74,000,191	
Pay-roll taxes	18,382,093	18,925,417	7,628,348	7,910,684	3,222,993	3,284,344	7,530,752	7,730,389	
Federal income taxest	*2,042,216	104,271,343	*2,088,528	20,816,101	6,633,440	26,059,391	*6,587,128	57,395,851	
All other taxes	23,055,453	24,172,577	10,180,852	10,417,709	4,071,840	4,880,917	8,802,761	8,873,951	
Railway operating incomes	73,236,196	108,626,099	29,629,768	37,450,397	15,990,015	18,878,436	27,616,413	52,297,266	
Equipment rents-Dr. balance	8,059,074	11,939,816	2,479,328	4,598,125	*213,718	227,729	5,793,464	7,113,962	
Joint facility rent-Dr. balance	3,856,055	5,467,976	1,864,291	2,117,662	407,820	459,359	1,583,944	2,890,955	
Net railway operating income	61,321,067	91,218,307	25,286,149	30,734,610	15,795,913	18,191,348	20,239,005	42,292,349	
Ratio of expenses to revenues (per									
cent)	83.0	67.2	82.2	73.9	75.8	63.5	86.8	63.0	

#### FOR ELEVEN MONTHS ENDED WITH NOVEMBER, 1945 AND 1944

A	files of road operated at close of								
TO	month	228,267	228,463	56,003	56,084	43,332	43,373	128,932	129,006
	Freight	1.555,244,860	\$6,438,041,459 1,643,892,470		\$2,464,482,471 665,578,905		\$1,221,284,856 322,707,658		655,605,907
	Mail	135,922,126	115,842,037 133,258,915		38,871,432 42,992,327	19,679,180	20,989,320 19,680,486	77,948,492	70,586,102
	All other operating revenues Railway operating revenues	348,643,152	344,086,375 8,675,121,256	150,828,162 3,114,676,823	143,312,106 3,360,237,241		48,243,925 1,632,906,245	149,219,652 3,649,214,105	147,530,344 3,681,977,770
E	xpenses:	0,201,721,700	0,075,121,200	0,111,010,000	0,000,000,000	1,021,007,007	1,000,000,00	0,012,021,1200	0,000,000,000
-	Maintenance of way and structures	1,225,201,814	1,150,622,185	432,031,151	436,758,348	217,782,077	198,444,104	575,388,586	515,419,733
	Depreciation	107,825,057 14,292,609	97,650,750 17,065,578	47,131,867 2,810,701	42,511,375 5,150,656	17,268,221 1,828,977	15,991,645 2,138,875	43,424,969 9,652,931	39,147,730 9,776,047
	Deferred maintenance	*3,351,199	*4,112,431	*501,544	*431,859			*2,849,655	*3,680,572
	Amortization of defense projects Equalization	58,368,433 7,841,062	17,567,092 4,177,887	7,881,026 2,466,341	5,675,406 *1,105,238	8,502,023 2,998,266	3,157,971 3,991,486	41,985,384 2,376,455	8,733,715 1,291,639
	All other	1,040,225,852	1,018,273,309	372,242,760	384,958,008	187,184,590	173,164,127	480,798,502	460,151,174
	Maintenance of equipment	1.684.374.417	1,451,600,778	629,757,481	607,257,804 83,159,687	323,205,427	273,446,874	731,411,509	570,896,100 74,156,451
	Depreciation	197,869,422	196,689,153 *22,309	83,530,807 *69,888	*4,658	39,536,738 *66,928	39,373,015 *10,256	74,801,877 11,036	*7,395
	Deferred maintenance and major				,	,	,		#1 007 107
	repairs Amortization of defense projects	*1,525,674 372,688,411	*1,212,060 154,582,155	*45,551 82,969,888	15,437 51,060,502	81.763,605	39,420,673	*1,480,123 207,954,918	*1,227,497 64,100,980
	Equalization	60,584	*35,808	*29,418	*12,060	*889	*2,483	90,891	*21,265
	All other	1,115,407,454 130,301,672	1,101,599,647 123,488,031	463,401,643 46,569,298	473,038,896 44,507,871	201,972,901 24,619,565	194,665,925 22,559,270	450,032,910 59,112,809	433,894,826 56,420,890
	Transportation—Rail line Transportation—Water line	2.745.117.976	2,705,824,226 5,494	1,198,905,101	1,198,670,340	462,106,187	457,645,486	1,084,106,688	1,049,508,400 5,494
	Miscellaneous operations	110,822,886	108,812,112	40,545,513	38,792,396	16,867,675	17,646,074	53,409,698	52,373,642
	General	190,722,228	183,765,568	77,608,370	74,268,026	37,101,204	35,437,852	76,012,654	74,059,690 2,318,683,949
NT.	Railway operating expenses§		5,724,118,394	2,425,416,914	2,400,254,785	1,081,682,135	1,005,179,660	2,579,443,745	1.363.293,821
Ra	et revenue from railway operations	2,198,385,171	2,951,002,862 1,734,408,853	689,259,909 300,845,153	959,982,456 508,813,777	439,354,902 260,614,967	627,726,585 402,128,240	1,069,770,360 594,551,302	823,466,836
	Pay-roll taxes	211,760,181	211,771,106	87,837,173	89,192,652	36,685,204	36,771,801	87,237,804 406,083,980	85,806,653 635,130,147
	Federal income taxes†	672,768,279 271,482,962	1,241,173,393 281,464,354	95,288,464 117,719,516	296,105,738 123,515,387	171,395,835 52,533,928	309,937,508 55,418,931	101,229,518	102,530,036
			1,216,594,009	388,414,756	451,168,679	178,739,935	225,598,345	475,219,058	539,826,985
Eq	uipment rents—Dr. balance nt facility rent—Dr. balance	122,673,708 39,095,119	140,521,355 44,932,774	52,081,268 19,536,619	60,008,802 20,550,419	*2,760,164 4,329,250	5,361,570 4,693,878	73,352,604 15,229,250	75,150,983 <b>19,688,477</b>
	Net railway operating income		1,031,139,880	316,796,869	370,609,458	177,170,849	215,542,897	386,637,204	444,987,525
Ra	tio of expenses to revenues (per	22 2		77.9	71.4	71.1	61.6	70,7	63.0
	cent)	73.5	66.0	77.9	71.4	. /1.1	01.0	/0./	00,0

Decrease, deficit, or other reverse items.
† Includes income tax, surtax, and excess-profits tax.
‡ Railway operating revenues are after deduction of \$40,597,149 for the eleven months ended with November 1945 and \$41,930,710 for the eleven months ended with November 1944 to create a reserve for land grant deductions in dispute.
§ A number of carriers included in their accounts for the period charges to operating expenses in excess of normal accruals and credits to railway tax accruals as a result of the shortened period of amortization of defense projects. The amounts reported were as follows: Amortization of defense projects, \$233,272,509; road, \$36,417,855; equipment, \$196,854,654; tax credit, \$168,092,417.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.



#### **Advantages** of Parker Recommendation

- Streamlined flow, free from obstructions. No sharp turns and pockets to cause turbulence. Less pressure drop; capacity and pressure requirements reduced.
- Fewer joints and connections—to reduce leak-
- age, even under high pressure, vibration, shock, fluid hammer, surge or accidental abuse.
- Compact, spacesaving, neat and simplified installation, especially in tight places—yet all parts are accessible for quick, easy installation and service.

We've engineered Fluid Power installations for many people to bring them these advantages, under a wide range of exacting conditions. May we do the same for you? Let's talk it over.

THE PARKER APPLIANCE CO.

CLEVELAND. LOS ANGELES

FLUID POWER PRODUCTS FOR ALL INDUSTRY

#### Freight Operating Statistics of Large Steam Railways-Selected

			Locomot	Locomotive-miles		niles	Ton-miles	(thousands)	Road locos, on line			
	Miles of	f Train-	Principa	1	Loaded Per (thou- cent		Gross excl. locos.	Net- rev. and	Serviceable		Per cen	
Region, road, and year New England Region:	operate	d miles	helper	Light	sands)	loaded	& tenders	non-rev.	Unstored	Stored	B. O.	B. O
Boston & Albany	362 362	146,470 180,462	209,120	21,617 34,786	3,410 4,499	64.7	215,807 297,226	88,976 122,173	65 72	11	14 21	15.6 22.6
Boston & Maine	1,777	313,773 365,456	328,090 402,818	14,900 30,234	11,648 13,659	69.6 67.9	726,621 874,076	313,343 384,106	121 149	1	20 25	14.1
N. Y., New H. & Hartf.†1945 1944	1,815	359,825 433,193	499,570 543,837	34,522 56,640	14,133 16,707	74.5 70.4	804,855 992,537	359,022 433,094	209 215	27 12	33	18.3 15.0
Great Lakes Region: Delaware & Hudson1945	846	261,028	314,767	33,244	11,604	69.6	806,169	429,105	112	73	31	14.4
Del., Lack & Western 1944	846 971	305,320 309,728	375,943 348,153	37,439 40,606	13,556 13,066	68.1 70.9	953,021 843,697	503,546 395,227	127 115	59 38	36 56	16.2 26.8
Erie	971 2,243	371,336 751,587	439,929 799,018	76,098 61,700	16,056 36,461	69.1 68.7	1,059,798 2,317,790	503,815 992,085	144 278	25 46	35 68	17.2 17.3
Grand Trunk Western1945	1,026	824,244 254,410 259,088	873,205 263,079	63,492 1,676	40,262 7,792	67.5 68.8	1,059,798 2,317,790 2,603,542 500,234 530,185	227,647	314 66	32 1	53	13.3 10.8
Lehigh Valley	1,026 1,242 1,247	323,895 489,377	268,538 355,765	1,928 52,043 72,691	8,466 13,420 21,516	69.5	237,030	400,220	65 123	32	10 14	13.2 8.3
New York Central 1945	10,331	3,143,572 3,567,960	544,932 3,397,609 3,837,773	238,151	113,717 135,822	63.3		728,830 3,660,003	156 1,064	60	294 294	20.7
New York, Chi. & St. L 1945	1,656 1,656	575,165 724,143	585,782 735,077	245,312 7,939 10,661	23,013 29,685	63.7 71.8 70.0	9,432,831 1,425,370 1,897,628	4,401,966 639,517 875,010	1,125 150	20 20 21	245 24	17.6 12.4
Pere Marquette	1,915	332,399 417,996	342,553 429,886	8,313 9,900	10,889 14,252	69.9 68.3	713,810 940,302	333,560 448,353	169 121 144	19	19 24 25	9.1 14.6
Pitts. & Lake Erie 1945 1944	229 229	93,291 88,883	94,583 94,553	161 65	3,533 3,595	59.8 61.4	307,735 314,630	173,668 182,045	31 36	1	19 10	14.8 38.0 21.3
Wabash	2,381 2,381	649,255 759,568	675,835 781,207	17,299 17,825	22,075 27,551	72.6 71.5	1,381,380 1,771,653	625,998 838,444	167 178	12	32 36	15.2 16.6
Central Eastern Region: Baltimore & Ohio 1945	6,095	2,098,476	2,617,182	279,850	71,914	64.0			868	47	252	21.6
Central of New Jersey† 1945	6,093 654	2,382,887 170,713	2,975,913 197,286	299,705 39,808	82,501 6,117	63.7	438,824	2,982,766 224,650	934 97	12	230 37	19.7 25.3
Chicago & Eastern Ill 1945	654 910	220,468 185,444	261,367 186,559	55,471 4,064	8,332 4,958	63.3	611,896 332,394 592,532	310,040 168,338	117 55	14	27 14	17.1 18.4
Elgin, Joliet & Eastern 1945	912 392	265,779 107,900	270,647 113,578	6,791 2,911	8,459 3,112	62.4 65.8	592,532 242,868 291,320	275,950 131,316	73 50	2	25	6.3 32.9
Long Island	392 372	132,859 34,722	136,538 36,377	3,646 15,629	3,650 420	62.6 57.5	29,001	152,035 11,585	61 45		16	20.8 6.3
Pennsylvania System	372 10,024	3,895,734	38,034 4,541,533	17,017 626,295	411 149,984	57.0 65.2	28,764 10,543,943	12,003 5,161,091	1,921	95	195	9.8 8.8
Reading	9,872 1,364 1,409	36,464 3,895,734 4,426,213 500,846 580,873	5,153,811 559,165 658,754	670,581 65,460	16,375	66.1	1,237,706	5,943,650 676,667	2,028 267	ii	184 48	8.3 14.7
Pocahontas Region: Chesapeake & Ohio1945	3,045	1,073,741	1,162,508	84,711 56,523	18,911 50,426	66.4 57.9	1,418,638	778,766	269	14	45	13.7
1944 Norfolk & Western 1945	3,036 2,139	1,074,319 694,268	1,161,895 744,584	55,362 58,633	49,059 33,725	56.5 60.1	4,354,074 4,255,902 2,883,366	2,411,089	467 431 242	3 19 76	41 76 21	8.0 14.4
Southern Region:	2,132	739,876	790,588	56,119	34,249	59.3	2,926,389	1,581,499	284	33	15	6.2 4.5
Atlantic Coast Line1945	4,922	907,785 1,088,700	923,558 1,103,209	16,324 14,755	23,274 29,712	65.2 64.3	1,508,298 1,967,154	667,246 877,052	387 385	6	30 26	7.1 6.2
Central of Georgia†1945	1,783 1,783	315,374 314,839	323,236 324,008	6,167 5,098	7,739 7,676	71.0 71.5	498,409 496,598	233,824 233,783	95 87		7	6.9
Gulf, Mobile & Ohio1945	1,930 1,941	318,911 297,705	392,084 380,101	2,612 3,329	10,641 10,949	71.9 75.6	686,659	325,093	101 108	1 3	11 8	9.7 6.7
Illinois Central (incl. 1945 Yazoo & Miss. Vy.)1944	6,347	1,434,118 1,598,497	1,454,363 1,617,066	51,636 29,765 40,709	50,444 61,338 37,757	63.9 63.6	3,539,630 1 4,251,516 1 2,708,942 1 2,882,116 1	,668,841 ,984,793	587 647	45	67 49	9.6 7.0
Louisville & Nashville 1945	4,744	1,464,001 1,554,914	1,585,106 1,685,727 907,777	43,363	40,880	63.1 65.9	2,708,942 1 2,882,116 1	,381,027 1,504,103	412	21 10	59 69	12.0 13.9
Seaboard Air Line*1945	4,140	854,788 904,287	967,823	15,332 15,018	24,560 26,375	68.9	1,720,584	782,706	281 285	10	52 53	15.2 15.7
Southern	6,471	2,015,854 2,099, <b>703</b>	2,045,070 2,142,632	34,034 39,982	45,780 47,996	68.3 70.6	2,931,880 1 3,028,809 1		581 605	16	117 91	16.4 13.1
Northwestern Region: Chi, & North Western 1945	8,062 8,069	1,055,990 1,045,662	1,098,337 1,090,389	28,310	33,155	68.4	2,208,399 1	,044,382	349	24	132	26.1
Chicago Great Western 1945	1,445	282,514	288,158 284,660	23,682 18,033 11,802	33,472 8,849 9,162	65.8 70.5	2,274,879 1 571,613	240 422	356 69	10	117 9 9	24.2 11.5
Chi., Milw., St. P. & Pac.† . 1945	10,723 10,715	277,146 1,381,110 1,457,558	1,469,785 1,555,536	94,488 74,885		74.0 66.5 70.4	3,097,389 1	,442,361	72 511 494	22 52	76 71	11.1 12.5 11.5
Chi., St. P., Minneap. & Om. 1945	1,606 1,606	1,457,558 207,776 198,004	222,092	14,063 12,053	5,731 5,392	73.0 71.3	571,582 3,097,389 1 3,416,255 1 369,555 349,726 256,721	173,528	89 100	4	26 17	21.8 12.6
Duluth, Missabe & I. R 1945 1944	546 547	67,602 79,670	214,489 67,777 80,035	1,433	2,871	51.8 51.9	256,721 334,947	149,102 195,266	19 19	18	20 24	35.1 46.2
Great Northern	8,237 8,276	1,096,896	80,035 1,097,440 1,286,608	40 755	39,082 49,139	64.2 68.5	2,729,268 1 3,333,199 1	149,102 195,266 ,221,788 ,564,189	359 415	57 13	51 60	10.9 12.3
Min., St. P. & S. St. M1945	4,181	478,527 428,339 878,985	493,188 441,858 940,490	55,890 8,795 7,287 63,958	12,849	65.3 62.9	879,202 777,439	413,198 353,002	129 131	3 7	10	7.2 5.0
Northern Pacific	6,577 6,571	878,985 976,441	940,490 1,047,144	63,958 80,772	31,908 41,457	69.5 72.0	2,729,268 1 3,333,199 1 879,202 777,439 2,200,872 1 2,735,660 1	,071,688 ,355,734	383 373	7	54 63	12.2 14.1
Central Western Region:	915	224,635 269,516	237,044 288,271	1,744	5,533 7,308	68.6	373,885 488,666	213,168	76	4	13	14.0
Atch., Top. & S. Fe (incl. 1945 G. C. & S. F. & P. & S. F.) 1944	915	2,808,377	2,973,673	504 148,884	98.918	69.2 68.2	6,421,430 2	233,831 ,621,609	75 837	26	144	6.3
Chi., Burl. & Quincy 1945	13,092 8,768	3,509,228 1,380,565 1,484,898	3,719,361 1,463,602 1,560,744	210,178 53,558 59,337	49,476	64.8	8,374,931 3 3,386,750 1	.546.455	868 456		60	12.4
Chi., Rock I. & Pac.†1945	7,715	1,249,319	1,301,884	17,944	37,952	66.8 67.8	3,872,700 1 2,467,664 1	,822,634	484 373	• •	63 82	11.5
Denver & R. G. Wn.† 1945	2,386	1,365,820 434,779 483,063	1,301,884 1,437,220 476,425	12,629 76,102 88,947	12,948	75 5	830 447	,235,433 408,407	400 189	7	68 36	14.5 15.5 17.0
Southern Pacific—Pac. Lines 1945	8,173 8,188	1,909,176	543,716 2,177,003 2,500,447	376,485	17.335 80,324 90.795	79.1 72.7 67.8	4,992,537 2	,143,327	181 758 818		38 179 138	19.1 14.4
Union Pacific	9,777	2,768,430	2,500,447 2,887,621 3,410,128	376,485 389,710 202,139 302,705	98,940	68.2 70.6	1,065,317 4,992,537 2, 5,933,046 2, 6,376,408 2, 7,826,783 3,	862,349 497.811	784 862	52	102 65	10.9 7.0
Southwestern Region: MoKansTexas Lines 1945						68.1	855,393	393,593	130	16	18	11.0
Missouri Pacific†	3,241 3,241 7,055	494,247 770,323 1,402,179	505,698 794,407 1,493,465	9,773 12,549 40,386	21,625	64.2	1,438,537 3,188,106 1,	653,780	147 444	i	21 73	12.5
Texas & Pacific	1,871	325,218	1,730,532 325,218	46,226 7,122	59,422 10,319	65.5 68.6	4.072,298 1.	870.527	464 115	42	73 11	13.6 6.5
St. Louis-San Francisco† 1945	1,882	405,232	405,232 1,065,582	8,471 14,044	13,646	66.4	1,603,751	292,903 375,488 726,922	126 318	13	17 28	10.9 8.1
St. Louis-San Fran. & Texas 1945	4,616 1 161	35,876	1,190,742 37,660	26,878 64	581	68.3 70.7	1,807,833 38,113	838,568	326 8		24	6.9
St. Louis Southw. Lines†, 1945	159 1,600	31,620 343,372	32,381 347,314 487,725	4,680	12,533	71.0 79.2	30,571 724,424	17,282 13,552 323,798	7 96	23	22	12.5 15.6
Texas & New Orleans 1945	1,600 4,321	478,863 862,211	863,165	6,610 15,317 30,251	18,653 24,062	72.8 74.6	1,143,134 1,487,975	531,090 679,369	116 237	3	22 31	15.6 11.3
1944	4,333 1	1,171,801	1,175,772	30,251	30,690	66.7	2,044,397	913,821	255	• •	27	9.6

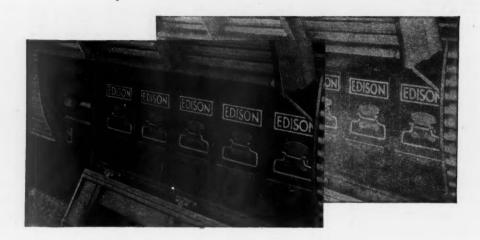
<sup>\*</sup> Report of receivers.
† Report of trustee or trustees.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

#### Items for the Month of November, 1945, Compared with November, 1944

Ave	Freight cars or		rs on line		G.t.m. per train-hr.	G.t.m. per	Net	Net	Net ton-mi.	Car	Net	Coal	Mi.
	_		m 1	Per	excl.locos.	excl.locos.	ton-mi. per train-	ton-mi, per l'd. car-	per car-	per car-	daily ton-mi. per	lb. per 1000 g.t.m.	per loco. per
Region, road, and year New England Region:	Home	Foreign	Total	В. О.	tenders	tenders	mile	mile	day	day	road-mi.		
Boston & Albany	333	5,603 5,762	5,936 6,084	0.5	22,900 24,081 34,924	1,489 1,662	614 683 1,001	26.1 27.2 26.9	553 646 806	32.7 38.4 43.1	8,193 11,250	202 195 105	74.5 95.8
Boston & Maine	1,875 2,356	10,567 10,891 20,324	12,442 13,247 22,867	2.0 3.1 3.5	37,463 29,804	2,320 2,399 2,241	1,054	28.1 25.4	953 545	49.9	5,878 7,133 6.594	102 91	85.0 87.3 69.5
Great Lakes Region:	2,543 2,615	20,410	23,025	2.8	33,065	2,320	1,012	25.9	642	35.2	7,954	101	79.7
Delaware & Hudson1945	3,046	5,680 5,442	8,726 8,499	3.6 3.6	53,142 53,510	3,108 3,139	1,654 1,659	37.0 37.1	1,571 1,819	61.0 71.9	16,907 19,840	109 108	56.7 65.4
Del., Lack & Western 1945 1944	4,791 5,672	11,259 13,837	16,050 19,509	4.1 3.2	41,553 41,649	2,760 2,878	1,293 1,368	30.2 31.4	826 900	38.5 41.5	13,568 17,295	116 126	69.7 91.4
Erie1945 1944	10,070 9,720	26,224 25,939	36,294 35,659	4.5 2.8	50.757 51,861	3,104 3,178	1,329 1,416	27.2 28.8	948 1,084	50.7 55.7	14,743 17,229	101 99	79.6 85.5
Grand Trunk Western1945	3,033 2,963	7,344 7,011	10,377 9,974	4.5 3.4	39,111 42,172	1,976 2,063	899 934	29.2 28.3	715 820	35.6 41.6	7,396 7,795	95 88	127.4 128.4
Lehigh Valley	6,767 6,612	14,463 21,752	21,230 28,364	3.9 1.8	50,018 51,822	2,995 3,186	1,495 1,533	34.7 33.9	718 907 900	30.5 42.3	12,513 19,482	107 112	85.0 129.0
New York Central	50,436 44,227	93,743 91,870	144,179 136,097 15,529	4.2 3.4 3.3	39,230 41,756 46,078	2,537 2,673 2,486	1,185 1,247 1,116	32,2 32.4 27.8	1,038 1,380	43.6 50.3 69.1	11,809 14,211 12,873	114 106 96	96.6 108.3 109.2
1944 Pere Marquette1945	2,849 2,346 4,354	12,680 13,397 10,260	15,743 14,614	2.4	48,802 37,189	2,637 2,159	1,216	29.5 30.6	1,835	89.0 35.9	17,613	89 100	125.2 78.6
1944 Pitts. & Lake Erie 1945	2,516	9,534 9,259	12,050 12,358	2.1 3.9	39,124 48,455	2,263 3,305	1,079 1,865	31.5 49.2	1,218 451	56.7 15.3	7,804 25,279	97 86	84.4 69.4
1944 Wabash1945	3,651 6,305	9,181 13,389	12,832 19,694	4.1	47,448 40,822	3,540 2,153	2,048 975	50.6 28.4	480 1,073	15.5 52.1	26,499 8,764	101 123	75.2 114.8
Central Eastern Region:	5,839	11,947	17,786	3.9	45,295	2,359	1,117	30.4	1,431	65.7	11,738	110	128.0
Baltimore & Ohio1945 1944	41,353 40,858	53,766 56,179	95,119 97,037	4.7 3.2	30,668 29,626	2,587 2,575	1,303 1,278	37.1 36.2	932 991	39.3 43.0	14,581 16,318	154 154	85.2 98.0
Central of New Jersey† 1945	4,290 4,140	13,968 15,809	18,258 19,949	6.6 3.2	31,111 32,985	2,654 2,783	1,359 1,410	36.7 37.2	419 525	16.6 22.3	11,450 15,802	112 129	68.7 88.1
Chicago & Eastern Ill 1945	2,111 2,219	4,261 4,707	6,372 6,926	6.8 4.7 2.7	31,817 38,159	1,816 2,291	920 1,067 1,281	34.0 32.6	891 1,392	36.9 68.3	6,166 10,086	129 113	87.1 117.9
Elgin, Joliet & Eastern 1945 1944 Long Island	7,535 8,864 29	6,108 6,834 5,272	13,642 15,698 5,301	2.7	18,584 17,931 6,505	2,369 2,333 851	1,281 1,217 340	42.2 41.7 27.6	324 327 71	11.7 12.5 4.5	11,166 12,928 1,038	151 142 333	75.1 87.2 49.0
Pennsylvania System 1945	38 122,192	6,026 118,574	6,064 240,766	6.2	6,805 37,433	807 2,788	337 1,365	29.2 34.4	68 718	4.1 32.0	1,076 17,162	310 130	51.3 84.2
Reading	120,390 11,747	123,453 23,591	243,843 35,338	3.3	38,045 31,470	2,849 2,476	1,383 1,354	34.4 41.3	829 651	37.8 23.8	20,069 16,536	127 117	95.1 73.0
Pocahontas Region:	12,706	25,646	38,352	2.0	30,177	2,445	1,342	41.2	672	24.6	18,424	130	86.0
Chesapeake & Ohio	41,148 38,603 29,514	16,896 14,200 7,028	58,044 52,803 36,542	1.6 1.5 1.8	57,514 56,109 <b>64,673</b>	4,117 4,014 4,214	2,415 2,274 2,325	50.7 49.1 47.2	1,418 1,498 1,439	48.4 54.0 50.8	27,961 26,472 24,788	81 80 89	86.8 85.2 83.9
Southern Region: 1944	31,548	6,880	38,428	1.3	61,538	4,011	2,168	46.2	1,345	49.1	24,726	95	92.2
Atlantic Coast Line 1945 1944 Central of Georgia† 1945	8,348 8,382 1,796	19,228 21,169	27,576 29,551 8,366	1.2 1.5 1.4	26,833 29,758 29,311	1,675 1,816 1,588	741 809 745	28.7 29.5 30.2	820 983 881	43.9 51.8 41.1	4,519 5,904 4,371	122 108 142	81.3 94.5 113.9
Gulf, Mobile & Ohio1945	1,977 2,171	6,570 6,600 <b>6,790</b>	8,577 8,961	1.5	29,031 36,675	1,585 2,159	746 1,022	30.5 30.6	895 1,198	41.1 54.5	4,371 5,615		111.4 122.5
Illinois Central (incl. 1945	1,853 20,944	8,215 30,689	10,068 51,633	1.0	38,810 40,591	2,305 2,529	1,199 1,192	30.3	1,162 1,015	50.7 48.0	5,707 8,766		113.8 76.8
Yazoo & Miss. Vy.) 1944 Louisville & Nashville 1945	20,141 31,132	35,447 14,830	55,588 45,962	1.0 3.7	42,144 29,006	2,728 1,850	1,274 943	32.4 36.6	1,209	58.7 43.2	10,424 9,693	122	82.0 116.5
Seaboard Air Line* 1945	29,439 6,425	14,394 18,269	43,833 24,694	3.5 2.4	29,150 32,537	1,854 1,878	967 838	36.8 28.6	1,138 952	46.9 47.9	10,568 5,664	128	123,6 99.3
Southern	6,317 16,375	18,505 36,005	24,822 52,380	1.9 5.0	32,762 24,833	1,949 1,476	886 673	29.7 29.2	1,048 852	51.3 42.7	6,270 6,889	121 148	106.1 99.6
Northwestern Region:	15,720	34,434	50,154	2.5	23,637	1,464	681	29.4	922	44.5	7,259		110.5
Chi. & North Western 1945 1944 Chicago Great Western 1945	21,321 21,533 1,083	33,009 31,075	54,330 52,608	3.3 4.1	32,526 34,437 33,932	2,198 2,254 2,037	1,039 1,028 889	31.5 31.0 28.2	651 648 1,298	30.2 31.8	4,318 4,286 5,754	139 127 137	79.8 82.5
Chi., Milw., St. P. & Pac.† 1945	849 22,893	5,217 4,369 36,847	6,300 5,218 59,740	4.1 1.6 1.7	36,302 34,737	2,074 2,262 2,363	937 1,053	28.2 31.4	1,538	65.3 73.7 39.0	5,959 4,484	129 128	135.9 128.8 92.5
Chi., St. P., Minneap. & Om. 1945	22,352 952	36,847 29,237 6,703	51,589 7,655	2.0 5.1	38.061	2,363 1,814	1,130 852	31.1	1,054 728	48.1 32.9	5,085 3,602	119 126	95.8 70.3
Duluth, Missabe & I. R 1945	795 15,075	6,118 236	6,913	5.3 3.6	22,820 25,481 64,277	1.803	829 2,297 2,532	29.8 51.9	755 324	35.5 12.0	3,336 9,103	113	60.1 50.7
Great Northern	15,166 20,862	17 836	15,418 38,698 41,196	3.1 2.6	72,468 36,926	3,955 4,344 2,509	1,123	49.7 31.3	422 1,013	16.4 50.5	11,899	91 71 111	59.6 86.1
Min., St. P. & S. St. M 1945	20.691	20,505 10,239	16,008	1.5 3.3	38,587 31,177	2,619 1,858	1,229 873	31.8 32.2	1,211 876	55.5 41.7	6,300 3,294 2,763		98.1 121.5
Northern Pacific	5,769 5,747 16,713	20,505 10,239 7,823 19,143 20,479	13,570 35,856	2.8 3.9	32,451 35,886 41,779	1,822 2,532 2,814	827 1,233 1,394	31.3 33.6 32.7	886 981	45.0 42.0	5,431	138	109.5 81.2
Central Western Region: Alton†	2.249		34,726 8.918	2.4					1,299 808	55.2 30.6	6,877 7.766	137	90.6
1944	2,249 1,195 40,086	6,669 7,405 37,425	8,918 8,600 77,511	1.3 2.2 4.2	37,993 38,150 42,402	1,690 1,829 2,302	963 875 940	38.5 32.0 26.5	919 1,110	41.5 61.4	7,766 8,518 6,665	121	128.3 109.5
Atch., Top. & S. Fe (incl. 1945 G. C. & S. F. & P. & S. F.) 1944 Chi., Burl. & Quincy 1945	41,267 17,737	60 201	101,658 46,847	2.0	41,936 39,111	2,405 2,470	972 1,128	26.6	1,154 1,104	67.1 54.5	8,615 5,879	117	138.1 104.3
Chi., Rock I. & Pac.† 1945	16,375 10,907	29,110 33,371 25,838 24,147 6,227 9,182	49.746	2.1 3.7	40,892 33,818	2,621 1,994	1,234 899	32.1 29.3	1,207 1,046	56.2 52.6	6,911 4,807	113	105.5 101.7
Denver & R. G. Wn.† 1945	9,949 7,917	24,147 6,227	36,745 34,096 14,144	3.7 4.0	35,102 28,481	2,023	913	29.6 31.5	1,185	59.1 39.4	5,536 5,706		107.9 89.1
Southern Pacific—Pac. Lines 1944	7,500 23,415	44.039	16,682 68,054	3.6 3.1	31,712 36,392	2,240 2,640	1,120 1,134 1,172	26.7	1,033 965	42.5 49.7	7,438 8,741	112	101.4 95.9
Union Pacific	24,343 25,604	63,857 37,902	88,200 63,506	2.3 3.0	35,572 44,747	2,240 2,640 2,722 2,354 2,481	1,057	28.1 28.9	981 1,459	51.4 74.0	10,402 9,759	136	105.7 113.3
Southwestern Region:	26,046	45,500	71,546	2.3	46,090		1,109		1,581	77.9	11,919		137.1
MoKansTexas Lines	1,623 1,335	6,426 8,221 25,797	8,049 9,556 40,463	.2 .5 1.5	31,295 33,701	1,736 1,875 2,284 2,469 2,113 2,214	799 852 1,041	30.2	1,640 2,159	80.5 111.2	4,048 6,724	84	110.7 165.5
Texas & Pacific	14,666 11,881 1,760	28,907	40,463 40,788 8,232	1.3 1.2	38,482 39,938 37,282	2,469	1,134	31.5	1,236 1,562 1,180	60.1 75.8 60.6	6,864 8,818 5,218		105.8 116.8 72.5
St. Louis-San Francisco† 1945	1,622 6,817	6,472 7,097 15,962	8,719 22,779	1.5	38,634 30,544	2,214 1,583	931 717	27.5	1,392 1,088	76.2 54.5	6,651 5,250	93	96.4 109.8
St. Louis-San Fran. & Texas 1945	6,643	13,772	20,415	1.8	31,750 20,327	1,635	759 482	50.5	1,412 1,770	67.7 84.2	6,056 3,578	139	121.2 141.0
St. Louis Southw. Lines† 1945	1,223	240	6,825	3.3	20,139 36,652	1,064 973 2,116	431 946	28.3 25.8	1,859 1,538	92.6 75.2	2,841 6,746	131 91	137.0 89.1
Texas & New Orleans 1944	1,029 3,724	5,602 7,825 17,226	8,854 20,950	1.3	38,083 31,272	2,391 1,743 1,762	1,111 796	28.5 28.2	1,988 1,076	95.9 51.1	11,064 5,241	83 95	123.9 111.2
1944	3,627	17,963	21,590	2.6	30,327	1,762	788	29.8	1,404	70.6	7,030	95	148.1

#### SO DEPENDABLE THEY GIVE A

## SECOND LIFE



Electrically operated luxuries and conveniences on post-war cars will certainly be a major factor in attracting patronage and providing utmost passenger comfort — especially if they are backed up by an adequate standby power supply of highest dependability. You get this kind of power insurance—and save weight too — when cars are equipped with Edison Alkaline Batteries.

Their unequaled dependability in railway-car service is indicated by the fact that a number of railroads are getting a "second life" from their alkaline batteries. After delivering normal service life in 32-volt, 64-volt or 110-volt systems on passenger cars, the batteries are often regrouped and installed on baggage, express or other cars, and even in stationary services, having lighter load demands. In these "new" applications, they give additional years of unfailing service. Thus, in effect, the railroads get new batteries free. The fact that this is possible demonstrates that alkaline batteries remain dependable power units beyond their normal service life. This is a good point to bear in mind when selecting batteries for present or future passenger equipment. Edison Storage Battery Division of Thomas A. Edison, Inc., West Orange, N. J.





Light-weight cars call for light-weight electrical equipment. Alkaline batteries save weight where it counts most—near the middle of the car. The larger the kw-hr. capacity, the greater the weight that is saved by using alkaline batteries.